

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 41.]

SATURDAY, OCTOBER 9, 1869.

[WHOLE No. 1,747, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Steel for Locomotive Fire-Boxes.....	1125
Central Railroad and Banking Company of Georgia.....	1126
Northern (N. H.) Railroad.....	1127
Western Union Telegraph Co.....	1128
Atlantic and St. Lawrence Railroad.....	1129
Railroad Earnings.....	1131
Federal and State Securities.....	1132
Dividend and Interest Tables.....	1130, 1133
Railroad Share List.....	1138
Stock Exchange and Money Market.....	1145
Memphis, El Paso and Pacific Railroad.....	1147
Imports of Dry Goods.....	1148
Movements of Produce.....	1148
Journal of Railroad Law.....	1148
Northern Pacific Railroad.....	1149

American Railroad Journal.

New York Saturday, October 9, 1869.

Steel for Locomotive Fire-Boxes.

The American Master Mechanics' Association met recently at Pittsburg, Pa., and among other of their proceedings was the rendition of a report from a special committee on the use of steel for locomotive boilers and fire-boxes. The essential points of the report related to the question, "Are steel plates preferable to the best iron plates? and, if so, does the difference in strength, safety, and durability justify the difference in cost?" Also, "How, in practical experience, does steel for furnaces compare with copper?" The committee state that they have visited in person or by proxy most of the railroads in the United States, and made careful examination of all that related to the matter before them. Their conclusions may, therefore, be of some interest to steam engineers and others.

The report sets forth the conviction that even the best brands of iron have materially deteriorated during the past ten years; that the more general use of coal, from the injurious action of its sulphurous and other impurities, tends to the more rapid destruction of the metal; and that from these causes the average life of an iron fire-box—unless made of the best Low Moor—is now

not more than three years, while in many cases it does not exceed one half of this period. Even the best selected sheets of the most noted brands are often burned out, blistered, or made brittle. This, it is believed, is not the fault of the manufacturers, but arises from the conditions to which the plates are necessarily subjected, and consequently such drawbacks can only be obviated by the substitution for iron of some other material. It was thought for a while that this would be found in copper, which has in some cases given the very satisfactory result of eight years' use, which may be considered the maximum life of a copper fire-box. In most instances, however, the action of the fire and of the sulphurous gases of bituminous coal corrode the metal, so that the fire-box lasts no longer than the average one of iron. An official of the Northwestern Railroad reports fifty-one locomotive fire-boxes, made of copper sheets half an inch thick, which, after thirty months' use, show marked indications of wear, and will probably have to be renewed in a short time. In some cases, after less than three years' service, the original half-inch sheets were reduced to less than one-eighth of an inch. One instance was mentioned in which, although neither the appearance of the fire-box nor the length of time it had been in use would warrant any surmise of its unsoundness, a single stroke sent the face of a riveting-hammer through the sheet—the latter having been reduced to a thickness of one-sixteenth of an inch.

With reference to the appearance of steel for the purpose indicated, it is stated that on the Northwestern Railroad a locomotive has been run for eight years with a steel fire-box, which has thus far shown no signs of wear, although the coal and water used had proved extremely detrimental to the iron and copper fire-boxes previously used on the same division of the road. On the Pennsylvania Railroad are two locomotives which were fitted with steel furnaces in 1861, which still remain intact. About the same time, on the Baltimore and Ohio Road, two locomotives were furnished in like manner, and with the same results—no leakage or other evidence of giving out being thus far manifested.

In addition to the advantages of durability

characteristic of the steel fire-boxes, the committee assert that with them there is none of the tendency to the collection of cinder, soot, etc., upon the sides of the fire-box which is experienced with iron and copper, and which necessarily detracts from their power of conducting or transmitting heat. The report concludes with the statement, well worthy the attention of all interested in the subject to which it relates, that "the committee decide emphatically in favor of homogeneous steel plates for locomotive fire-boxes," at least of all those that burn bituminous coal; and that for boiler-plates for general construction this material combines in a greater degree than any other the requisites of durability, safety, and economy."—*American Artisan.*

Michigan Railroad Matters.

The "Kalamazoo Division of the Michigan Southern Railroad," is the name of the two roads heretofore known as the "Gardner" roads, north and south from Kalamazoo, the Michigan Southern Railroad having leased for ninety-nine years the Kalamazoo, Allegan and Grand Rapids Railroad, and the Kalamazoo and White Pigeon Railroad. This arrangement puts an end to the anomalous position these two roads have occupied with the public, in that while they were both owned by one company they have been practically, in respect to freight and passengers, under the control of separate interests, the road north being operated to favor the Michigan Central Railroad, and the road south in the interest of the Michigan Southern.

South Pacific Railroad.

This road was completed to Lebanon on the 31st ult. Lebanon is 187 miles southwest of St. Louis, and 57 miles northeast of Springfield. Between Lebanon and Springfield the road is being built as rapidly as three thousand men can build it. The grading is expected to be finished as far as Springfield by January, and the iron will all be laid by next Spring. Beyond Springfield considerable grading has been done, and as the company own all the charters and land grants of the Atlantic and Pacific Company, they will not stop in their work until this route to the Pacific, known as the thirty-fifth parallel route, is finally completed.

Oscillation of Railway Trains.

Sir Charles Fox states in a letter to a contemporary, his opinion that the oscillation of railway trains, more especially at high velocities, producing what is ordinarily called "gauge concussions," is caused in very great measure by the use of wheels, the tires of which are portions of cones instead of cylinders. It is well known to engineers that the tires of railway wheels are generally coned to an inclination of 1 in 20. It is considered that these were first introduced by Mr. George Stephenson in the expectation of facilitating the passage of vehicles round curves by their adapting themselves through their various diameters to the different lengths of the two rails on which they were running. This, however, is not the case in practice. No advantage is found to arise in the use of conical wheels in passing round curves, and as much evil results therefrom on straight lines, Sir Charles has constructed upwards of 250 miles of railway abroad, in the rolling stock of which he has departed from the usual form of wheel, and has used only cylindrical ones, and he has been gratified with the satisfactory reports of the steadiness of trains supplied with them.—*London Star.*

Central Railroad and Banking Company of Georgia.

The earnings of this road for the years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From up freights....	\$800,718 08	\$567,332 72
" down freights .	968,919 04	1,064,976 65
" through passage	163,505 58	122,889 42
" way passage...	254,105 41	224,353 77
" U. S. mails....	33,699 77	29,168 75
	\$2,220,947 88	\$2,008,721 31

Expenses, viz:

Transportation	\$336,366 66	\$314,362 57
Motive power	372,622 43	347,947 22
Cars	271,364 10	164,385 85
Repairs of road	309,647 40	378,759 66
Stock killed	10,619 25	8,565 25
Incidentals	38,225 58	36,654 46
Repairs of buildings..	24,338 58	26,569 16
Construction	3,958 41	6,820 90
	\$1,357,140 41	\$1,284,065 10

Net earnings.....	\$863,807 47	\$724,656 21
-------------------	--------------	--------------

The road was re-opened for business between Savannah and Augusta on the 1st of February, 1866; but the connection by rail with Macon was not effected until the 12th of June. From the above dates trains have been run regularly between the three cities. The following statement will show the total earnings of the road, from the commencement of operations, since the surrender, to November 30, 1868:

Year ending November 30, 1865....	\$106,683 17
" " 1866....	1,628,066 09
" " 1867....	2,220,947 88
" " 1868....	2,008,721 31

Total.....\$5,964,418 45

Expended in 1865....	\$190,986 00
" 1866....	1,908,596 14
" 1867....	1,357,140 41
" 1868....	1,284,065 10
	4,740,787 65

Leaving a balance of.....\$1,223,630 80

The total cost of reconstructing the road to the close of the last fiscal year, has been \$1,097,412 13; of which \$93,285 95 were expended in 1865, \$998,346 87, in 1866, \$3,958 41 in 1867 and \$6,820 90 in 1868. Deducting this amount from the gross expenditures, will reduce that sum to \$3,643,375 52, and leave a balance of earnings, less expenses of operating the road, of \$2,321,042 93.

The gross earnings of the Road for the past fiscal year have been....\$2,008,721 31
And the earnings of the Bank..... 80,459 49

Total, Road and Bank.....\$2,069,180 80

From this deduct—

Road expenses of all kinds.....	\$1,284,065 10
Bank expenses.....	20,224 53
	1,304,289 63

Leaving net sum of.....\$764,891 17

Appropriated as follows:

Interest on bonds.....	\$54,950 00
Dividend in June, 1868, 7 per cent.....	326,676 00
Government tax on same.	16,333 80
Dividend December, 1868, 5 per cent.....	238,340 00
Government tax on same.	11,667 00
Rent of A. & S. Railroad.	73,000 00
" E. B. "	14,000 00
Paid for Bank in liquidation	27,191 11
To be paid for Engines purchased	7,500 00
	764,657 91

Leaving a balance of.....\$233 26

Compared with the statement for the year ending 30th November, 1867, it will be seen that our road earnings have fallen off \$212,226 57, while the expenses have been reduced only \$73,075 31. This decrease in our earnings is due almost entirely to the reduction in our rates for transportation, which we have been obliged to make in order to meet competition from other lines; while our expenses have necessarily been nearly equal to what they were the previous year.

The profit from our Banking operations has not quite equaled those for the previous year, but the difference is no greater than might reasonably be expected, and when taken in connection with the advantage to the company, as a fiscal agent, we have reason to be fully satisfied with the result. The increase of our expenses for this department of the company's service, is due to an increased force, which it has been found necessary to employ in order to meet promptly the requirements of our patrons.

It is gratifying, notwithstanding this reduction in our business, to be able to make a statement showing our ability from the year's operations to pay dividends of 7 and 5 per cent., in addition to the payment of \$27,191 11 on account of "Bank in Liquidation," which is not a legitimate charge against the current business of the company.

There has now been charged to this account (Bank in Liquidation) since the reorganization of the road the sum of \$512,276 74, and as it is believed that hereafter we shall be called upon for but little more on this account it will be closed by profit and loss.

While it is unnecessary to enlarge upon the reports from heads of departments for operating the road, it is proper to say that your property has been substantially improved during the year. The number of Engines shows one less than at the close of last year, but their intrinsic value has been enhanced. The number of cars has been increased while their condition has been greatly improved. The permanent way, or track, has been decidedly improved by the purchase of new and re-rolling of old rails, paid for during the year, to the extent of 2,705 tons; of these there are about 1,707 tons of new English rails; 53 tons of steel rails, 896 tons of re-rolled rails, and 49 tons of Belgian rails. This is rather over the estimate made in the Report for the year ending 30th November, 1866, but taking the two years that have elapsed since that date and the quantity has not averaged up to the estimate then made, and which experience has since proved will be required yearly to bring up the permanent way to an economical standard for transacting the business now offering.

In reference to the general question of expenses

for maintaining and operating the road, it is hoped that some further reduction can be made; and to this end the best efforts of all should be addressed, but ought never to be carried to a point at which the road or its equipment begins to deteriorate.

In the report of 1st December, 1857, the Board adverted to an application then pending before the State Legislature for State aid to the Macon and Brunswick Railroad Company; giving a synopsis of the establishment of the railroad system of Georgia, and pointing out the injustice that such aid would work to roads that had been built by private capital. Recent legislation, disregarding the injury to investments by private capital and with the almost positive certainty that the projected lines cannot pay for years to come, if ever, has given State aid to such an extent as, if fully carried out, must very materially damage our State credit and seriously impair, if not destroy, investments that are now made, not only by private capital, but by the State itself. Looking to the culmination of this mistaken policy the Board at an early day saw the necessity for seeking business from a greater distance, and with that view has, within the past year, rendered aid to the Montgomery and West Point road so as measurably to put it under the control of this company; and, in connection with the South Western Railroad Company, have given assistance to the Western road, connecting Montgomery and Selma, by the endorsement of its bonds, which will ensure its completion during the coming year. In consideration for this endorsement we have received 1,500 shares, representing \$150,000, of the common stock of that company, which the Board regards as intrinsically worth 25 cents on the dollar. The South Western Railroad Co. has also received a like number of shares, which gives to the two companies control of that road. With this gap of 44 miles completed, we shall have an unbroken rail from Savannah to the Mississippi River, at Vicksburg, only 670 miles, which will be much shorter than any other from the Southern Atlantic coast, and, it is confidently believed, must contribute very considerably to the business of your road.

In addition to these two roads which it has been deemed wise to foster as feeders to our line, we have the Mobile and Girard Railroad also contributing a very considerable amount of business. Under a resolution of stockholders in convention 20th December, 1866, the Board has agreed to endorse the bonds of that company to the extent of \$250,000. Of this amount there has been \$185,000 endorsed, and within the past year it has been found necessary to render further aid to this road in order to carry it to a point about eighty-five miles from Girard and to complete the bridge at Columbus, so as to connect it with the Muscogee, now South Western road. This extension and the connection at Columbus is absolutely necessary in order to render productive the investment that has been made. This additional aid was asked during the past year, and the Board agreed to make a further endorsement of \$250,000 upon condition that one half of the stock that has been issued should be bona fide transferred to this company as security for the payment of the entire debt. The total number of shares issued by that company to private individuals and corporations is 12,200, and of these 3,445 have been transferred in accordance with the stipulations for the endorsement. By a recent letter from the Secretary of that company the Board is informed that active steps will be taken to obtain the transfer of the balance necessary to a compliance with the requirement of this Board for the endorsement asked. While giving aid to extensions that must largely increase our business, the Board has kept constantly in view ultimate security to our company.

In addition to the rival lines of road that may be built upon the credit of the State, there are other causes tending seriously to impair investments that have been made; we allude to competition from lines claiming a share of the business that is fairly tributary to your road. The policy of such lines is to offer transportation by a longer

and more expensive route at reduced rates. This in turn obliges a reduction by the natural channel, and in some cases a counter competitive rate, when the opposition will again reduce, so that in the end the line fairly entitled to the business must do it at an unremunerative rate, or lose it altogether. This policy is now prevalent and apparently popular with too many roads of the country; but why it should be sanctioned by stockholders whose interest is at stake, the Board is at a loss to understand. The managers of roads that persist in this kind of warfare are capable of doing an immense amount of injury to otherwise remunerating lines without in any way benefitting those under their control. How far this policy is to be carried; or when it is to cease, the Board is unable to predict, but it is easy to foresee the utter ruin that must follow its continuance, and we cannot close this report without entering our protest against a policy so disastrous in its results.

The company have 49 locomotives, 24 first class and 10 second class passenger cars, 9 mail, 29 baggage and package, 3 express, 22 conductor's, 429 box, 170 platform, 14 stock and 3 provision cars. Miles run by locomotives, 828,025; by cars, 7,494,035. Total number of passengers carried, 95,006, a decrease as compared with the previous year of 81,252. Bales of cotton transported, 358,127, against 272,427 in 1867—an increase of 85,700. Pounds of guano, salt and lime carried, 25,786,401, an increase of 190,053.

BALANCE SHEET, Nov. 30, 1868.

Railroad and appurtenances.....	\$1,472,000 00
Real estate.....	\$40,508 00
Stocks of other companies.....	734,423 83
Bonds of other companies.....	85,000 00
	859,931 83
James Jeffries & Sons.....	681 21
G. T. Raoul.....	12,301 90
State of Georgia.....	1,450 62
Post Office Department.....	4,465 13
United States.....	6,044 57
Rent Augusta and Savannah R. R.....	73,000 00
Rent Eatonton Branch Railroad.....	14,000 00
Bills receivable.....	24,765 83
Interest account.....	51,035 00
Bank in liquidation.....	512,276 74
Railroad expenditures.....	1,284,065 10
Cash.....	\$253,260 61
Due by Treasurers and agents.....	104,905 87
Due by other roads.....	9,517 52
	367,684 00
	\$7,683,701 93
Capital stock.....	\$4,666,800 00
Bonds issued.....	786,000 00
Forwarding account.....	10,717 11
A. Whitney & Sons.....	94 54
Dividends unclaimed.....	35,017 75
Profit and loss.....	176,351 22
Railroad earnings.....	2,008,721 31
	\$7,683,701 93

President.—WM. M. WADLEY.

Directors.—Andrew Low, Wm. B. Johnston, Gen. J. F. Gilmer, John R. Wilder, Edward Padelford, Geo. W. Anderson, John Cunningham, George W. Wylly.

Master of Transportation.—WM. ROGERS.

Treasurer.—J. F. WARING.

The Yankton Division.

On the Yankton Division of the Milwaukee and St. Paul Railroad tracklaying has been delayed by continued rains, nevertheless the river has been reached and spanned. The construction train is now on the march to Shell Rock. The first station west of Charles City is on Flood Creek, which has just been surveyed and christened Danville. Mason City, twenty miles west, will be reached in time for the late grain shipments. Clear Lake, ten miles further, will probably be the end of this year's operations, but another

year will witness many miles of the road built and pouring the trade of Western Iowa into Milwaukee.—*Mil. Wis.*

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$190,103 26	\$181,846 57
" merchandise.....	415,743 47	413,787 96
" mails.....	11,197 55	11,160 00
" rents.....	1,850 30	2,436 23
" express.....	6,000 00	6,375 00
" miscellaneous.....	423 00	10 83
	\$625,317 58	\$615,616 59

Expenses, viz:

Passenger department.....	\$23,415 50	\$22,163 16
Merchandise.....	44,843 58	49,773 96
Locomotive.....	116,661 55	114,021 55
Maintenance of way.....	83,610 24	87,819 18
General expenses.....	15,375 37	16,336 50
Miscellaneous expenses.....	33,415 18	44,422 30
State tax.....	53,033 07	54,692 94
United States tax.....	5,007 70	4,699 33
	\$375,362 19	\$393,928 92

Balance of earnings.....	\$249,955 39	\$221,687 67
Less new rail account.....	30,669 97	32,023 26

Net earnings.....	\$219,285 42	\$189,664 41
Add balance of income per last report.....	311,904 29	
Add balance of interest account.....	902 68	

Total income.....	\$502,471 28
Dividends December 1, 1868, and June 1, 1869, 4 per cent. each, and U. S. tax.....	\$248,986 49
Difference in purchase and sale of real estate.....	10 00
	248,996 49

Balance of income account.....	\$253,474 79
Which, as heretofore, is invested in fuel, shop stock, rails, and in Northern Railroad, &c.	

There have been purchased and cancelled during the past year \$5,300 of the Bonds of the company, leaving outstanding, March 31, 1869, only \$120,600, payable April 1, 1874.

The contingent fund has increased to the sum of \$77,896 37, and is safely invested.

The gross receipts were—	
For the year ending March 31, 1868.....	\$625,317 58
" " " 31, 1869.....	615,616 59

Decrease in receipts.....	\$9,700 99
---------------------------	------------

The expenses for same time were, viz:	
Year ending Mar. 31, 1868.....	\$406,032 16
" " 31, 1869.....	425,952 18

Increase in expenses.....	\$19,920 02
---------------------------	-------------

Decrease in net income.....	\$29,621 01
-----------------------------	-------------

The receipts from transportation of merchandise were less than the previous year by.....	\$1,955 51
And of passengers by.....	8,256 69
And from miscellaneous items there was an increase of.....	511 21

The amount of business actually done on the road during the past year, exceeds that of the previous year. But on account of the reduced rates received on the through business, from the great competition which existed between the lines to the West, the receipts have been less than those of that year. This will account for the decreased income and yet increased expenses of the past year as above stated.

The net profit the past year has been less than eight per cent. on the capital stock of the company, but it has been thought best by the directors to divide that amount, and make up the deficiency from the earnings of previous years; which

has reduced our income account, leaving the balance of that account at \$253,474 79.

During the past year 625 tons of new rails, and 38,111 new sleepers have been laid in the track, and 2,600 tons of rails have been taken up, repaired and relaid.

The road-bed, track, bridges, depots and equipment have been kept up, and are in all respects in good working order. The great freshet caused but little damage to the road.

We have built, during the past year, one mail and smoking car, two baggage cars, forty-four freight cars, and seven gravel cars, all of which are to replace old cars, except twenty-two of the freight cars which are additions to the rolling stock. We have also rebuilt two locomotives, making them substantially new.

Those interested in the proposed extension of the Railroad from Bradford to Claremont, are still earnest in their efforts to secure the success of that enterprise. The amount proposed to be contributed by towns and individuals to aid the construction of the road, will probably soon be made up. With that view a careful survey of the route is now in progress, for the purpose of ascertaining whether the road can be constructed at a cost which the business and other advantages to be derived from it will warrant. The results of that survey, thus far, are favorable. At the last annual meeting of this corporation, the directors were authorized in their discretion, to aid the enterprise so far as the interests and means of the corporation in and derived from the lines connected with the proposed road would allow. The directors believe it would be for the ultimate and permanent benefit of this corporation, to do so, if the results of the full survey shall prove as favorable as now expected.

The equipment of the road March 31, 1869, was as follows: 10 passenger and 14 freight locomotives, 388 long and 94 short merchandise cars, 15 passenger, 6 baggage and 9 gravel cars. Number of miles run by passenger trains, 161,377; by freight trains, 232,727; by other trains, 4,932—total, 399,036. Number of passengers carried 144,808; do., carried one mile, 5,735,262. Tons of merchandise carried, 290,465; do., carried one mile, 18,110,436.

TRIAL BALANCE, MARCH 31, 1869.

Construction.....	\$3,068,400 00
Rails.....	\$25,860 24
Shop stock.....	61,705 04
Fuel.....	83,345 15
Waste.....	319 33
Oil.....	309 35
	171,539 11
703 shares Northern Railroad, N. H.....	37,228 34
Contracts.....	134,746 96
Cash.....	87,811 12
Bills receivable.....	90,785 69
Agent's department.....	36,733 22
Minot & Co.....	726 00
United States tax.....	7 86
Post Office Department.....	2,131 51
Contingent fund.....	953 63
	\$3,581,073 34

Stock.....	\$3,068,400 00
Income.....	253,474 79
Bonds, April 1, 1874.....	120,600 00
Dividends unpaid.....	\$8,558 76
Coupons unpaid.....	186 00
Coupons, April 1, 1869.....	3,618 00
	12,362 76
Dividend, June 1, 1869.....	126,235 79
	\$3,581,073 34

President.—ONSLOW STEARNS.

Directors.—Omslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark.

Treasurer, pro tem.—URIEL CROCKER.

Superintendent.—GEORGE E. TODD.

Honduras Railroad.

This important enterprise, which will reduce the time by sea between San Francisco and New York to fourteen days, originated some years since with Mr. Squier, who first gave it shape and consistency while he was United States Minister to Central America. It hung fire for a long time between American, French and English capitalists, who in turn had the trans-continental railroad route surveyed at great expense, and always with the same result. Each time war or Panama Railroad interests or untoward events retarded operations, until the great house of Bishopsheim & Goldschmidt, of London, in connection with other European capitalists, took the affair in hand, and it is now only a question of time, say another year, for the locomotive to be running from ocean to ocean. Shiploads of iron and material from England have been landed at both termini, and thousands of laborers, native and foreign, are at work along the line. The distance across is about 240 miles, there being no serious impediments of mountains or rivers on the route. The harbors at both ends are excellent. Port Cortes (or Caballos), on the Atlantic side, is safe, deep and well protected; while the great Bay of Fonseca, on the Pacific side, is one of the finest harbors in the world, being, in fact, a "constellation of harbors," land-locked, deep, capacious and with accommodations for unlimited shipping.

By this route the distance between New York and San Francisco is shortened 1,200 miles—a fact to which no ocean traveler can close his eyes, the moment that regular lines of steamships commence running; and passengers and freight now going by Panama will naturally seek the shorter route. The time between San Francisco and New Orleans, *via* Honduras, will be reduced to about eleven days, and although no steamship route can be expected to compete with our own continental railroads, still there must necessarily be much freight and many passengers passing by the Honduras Railroad, especially those going to or from the Southern States. The principal advantage which the Honduras route has over that of Tehantepec consists in its fine harbors, of which the latter is entirely destitute, while the distance between New York and San Francisco is about the same.—*San Francisco Alta California*.

Western Union Telegraph Company.

This company was organized on the 1st of April, 1851, as the New York and Mississippi Valley Printing Telegraph Company, for the purpose of building a line from Buffalo, N. Y., to St. Louis, Mo. By numerous purchases and consolidations of lines throughout the country, which have been going on almost uninterruptedly for nearly twenty years, a complete unification of the great majority of the telegraph lines in the United States has been the result, and rendered the system the most extensive and efficient in the world.

The territory now occupied by the lines of this company embraces almost the entire civilized portion of the continent of North America. On the eastern coast its lines extend from Plaister Cove, on the Gulf of the St. Lawrence, to Indianola, on the Gulf of Mexico; and on the western coast from Los Angeles, California, to the fisheries on the Kishyox River, 800 miles north of New Westminster, British Columbia. They reach across the continent, from the Atlantic to the Pacific Ocean, and embrace every State and Territory in the Union but Minnesota, New Mexico and Arizona, and include the British Provinces of Nova Scotia and New Brunswick. Its lines also have an exclusive connection with those in Newfoundland, Canada, Minnesota, Wisconsin, and New Mexico, and with the Atlantic and Cuba Cables.

Among the more important lines which have

been or are now being rebuilt, is that extending from Omaha to San Francisco.

The opening of the Pacific Railroads has fortunately remedied the difficulties from Indians, and the lines have been transferred from the old route to the railroads as fast as possible. Within the past year the new lines have been completed over the entire length of the Union Pacific road from Omaha, Nebraska, to Promontory Summit, Utah, a distance of 1,200 miles; and over the Central Pacific road from Sacramento, California, to Elko, Nevada, a distance of 468 miles. Nearly all the poles are distributed for the construction of the line over the intervening section between Promontory Summit and Elko, a distance of 220 miles, and it will be completed during the present season.

The following table gives the aggregate amount of line which has been constructed and reconstructed during the past three years, showing it to be more than 30 per cent. of the entire extent of line belonging to the company:

	Constructed.	Miles of poles.	Miles of wire.
July 1, 1866, to Dec. 31, 1866	1,624	2,748	
Dec. 31, 1866, to Dec. 31, 1867	2,518	4,443	
Dec. 31, 1867, to Dec. 31, 1868	2,202	6,036	
Dec. 31, 1868, to July 1, 1869	1,624	4,900	
Total	7,968	18,127	

	Re-constructed.	Miles of poles.	Miles of wire.
July 1, 1866, to Dec. 31, 1867	3,255	6,490	
Dec. 31, 1866, to Dec. 31, 1867	2,356	4,751	
Dec. 31, 1867, to Dec. 31, 1868	2,032	4,604	
Dec. 31, 1868, to July 1, 1869	430	1,735	
Total	8,073	17,580	

The following statistics will show the comparative extent of the lines, wire and offices belonging to the Western Union Company, and those working in exclusive connection therewith, and of those of all the rival organizations:

Miles of line belonging to W. U. system	66,263
Miles of wire belonging to W. U. system	121,595
Number of stations belonging to W. U. system	4,692
Miles of line belonging to rival companies	6,773
Miles of wire belonging to rival companies	9,100
Number of stations belonging to rival companies	337

Thus it will be seen that, of the total number of miles of line in the United States and the British Provinces, the proportion belonging to all rival organizations is about ten per cent. and of wire and stations about seven per cent.

The increase of the lines of the Western Union Company by construction alone, during the past three years, exceeds by 1,195 miles the total amount of lines belonging to all the rival organizations in the United States and Canada; while the amount of wire erected by this company during the same time is 9,000 miles more than that owned by all the rival companies combined.

The capital of the company at its organization in April, 1851, was \$360,000. For more than seven years thereafter no dividends were made, the surplus earnings being devoted to the construction and purchase of additional lines. On the 23d of December, 1863, the amount of stock outstanding was \$7,950,700, the increase in the eleven years which had intervened being due to consolidations of other lines and the capitalization

of profits. The united capital of the various companies whose lines were consolidated with ours during this period amounted to over \$7,000,000. The company subsequently issued its stock upon favorable terms in the acquisition of other telegraph lines to the extent of \$2,116,200, and on the 11th of May, 1864, made a stock dividend of \$100 per share, thus increasing the capital to \$20,183,800. It has since been increased as follows:

A. & O. Telegraph stock	\$833,400
E. & M. Telegraph stock	68,000
House Telegraph stock	5,700
Pemb'n & Gold, Trustees	3,800
Cash	77,000
Western Union bonds	91,500
Ithaca Telegraph stock	14,500
California State Telegraph stock	164,900
Syracuse and B. Telegraph stock	4,800
Missouri and Kansas Telegraph stocks	80,400
United States Telegraph stock	3,885,200
United States Pacific Telegraph stock	3,333,300
Equalization of stock, as per consolidation agreement	468,000
Fractions	56,100
Truemansburg and Seneca Falls stock	3,500
Hicks & Wright repeat	1,500
Lodi Telegraph stock	500
American Telegraph stock	11,833,100
Pitts., Clin. and Lou. stock	4,100

Total capital stock \$41,063,100
Owned by company exclusive of the sinking fund 494,800

Balance on which dividends of July, 1869, were paid \$40,563,300

The bonded debt of the Western Union Company was begun in 1864, by the issue of \$2,000,000 of seven per cent. bonds, for the purpose of buying the control of the stock of the California State Telegraph Company, and for the construction of new lines. These bonds were convertible into the stock of the company at par, and \$91,500 were subsequently so converted, leaving the balance outstanding January 1st, 1866, \$1,908,500. The amount since issued is as follows:

Russian Extension Telegraph stock	\$3,170,292
California State Telegraph stock	218,940
Western Union Telegraph stock	10,000
Wash. and N. O. Telegraph stock	53,175
Real estate	50,000
For cash	570,688
American Telegraph bonds	89,500
	\$6,071,095

Bonds paid and cancelled 1,436,995

Amount of bonded debt July 1, 1869 \$4,634,100

These bonds mature as follows: In 1873, \$89,500; in 1875, \$4,544,600—total, as above, \$4,634,100.

The bonds issued in 1864 became due in May, 1866, and May, 1867, and were paid partly from the net earnings of the company. One dividend was passed because it was deemed prudent, in the then existing state of financial affairs, to appropriate the earnings to the payment of the \$540,695 of bonds maturing in May, 1867, rather than to divide them among the stockholders, and thereby compel the negotiation of a new loan with which to meet the maturing debt.

The greater portion of the debt of the company was incurred in the grand attempt to build a line on the northwest coast and across Behring's Straits, to connect with the Russian line at the mouth of the Amoor River, known as Collins' Overland Line to Europe, which was abandoned after the successful submergence and operation of the Atlantic Cable.

In May, 1867, it was decided to establish a sinking fund to provide for the bonded debt, and the sum of \$20,000 per month has since been appropriated to that object.

Up to December, 1868, the sinking fund was invested in the bonds of the company, which, as

fast as they were purchased for that account, were cancelled. Since that date the Executive Committee have been authorized by the Board of Directors to invest the sinking fund in the stock of the company, when it can be purchased for one half the market price of the bonds. The sinking fund account now stands as follows:

\$488,500 Western Union bonds of 1875,
purchased and cancelled \$418,971 80
2,008 shares Western Union stock 72,251 75
Balance uninvested 29,776 45

\$521,000 00

At the annual meeting of the stockholders, held July 8, 1868, the following by-law was adopted:

"The Board of Directors may hire or purchase the lines, or purchase stock of any other telegraph company; but neither the capital stock nor the bonded debt of the company shall be increased beyond the amount now authorized, except by the written consent of two-thirds of the directors, entered in the Secretary's records of proceedings of the board, and by a vote of the stockholders holding a majority of the capital stock, at an annual meeting, or at a special meeting called for that purpose."

The net income of the company from July 1, 1866, to July 1, 1869, has been as follows:

	1866-'67.	1867-'68.	1868-'69.
July..	\$151,910 57	\$175,239 36	\$205,566 95
Aug...	201,974 65	194,706 68	225,852 70
Sept..	258,023 96	225,907 29	258,467 86
Oct...	279,283 24	235,376 82	269,707 64
Nov...	248,627 36	213,294 09	224,708 59
Dec...	249,374 99	196,843 84	236,287 15
Jan...	239,455 82	173,347 98	256,473 20
Feb..	168,824 51	254,327 80	220,393 35
March.	233,556 07	252,014 59	220,634 75
April.	224,716 89	245,907 87	218,983 13
May...	198,608 11	248,209 06	202,283 67
June..	170,653 56	226,535 50	209,447 46

Total \$2,624,919 73 \$2,641,710 88 \$2,801,457 45
Net profits for three years \$8,015,432 06
Miscellaneous profits 146,213 44
Balance on hand July 1, 1866 17,828 94

Total \$8,179,474 44

Disbursed as follows:

Construction of new lines.....	\$1,238,870 11
Purchase of telegraph property.....	294,621 53
Redemption of bonds.....	616,355 00
Purchase of real estate.....	44,591 69
Interest on bonds.....	940,248 98
Sinking fund.....	520,000 00
Dividends.....	4,044,595 34
Miscellaneous.....	24,976 43
Balance on hand July 1, 1869:	
Due from Russian Extension Com-	
pany.....	\$227,339 64
Supplies on hand undis-	
tributed.....	172,097 69
Cash.....	55,758 03
	455,215 36

Total, as above..... \$8,179,474 44

Northern Pacific Railroad.

Reports of the most favorable character have been received from exploring parties who have just returned from a tour of survey, and it is proposed to commence building early next Spring. Conditional arrangements have been made in Stockholm for a force of 7,000 Swedish laborers, who will be employed upon the eastern end of the route, and the same number of Chinamen will be employed upon the western division. The construction of the Pacific side will commence at the Wallula, at the head of the permanent navigation of the Columbia River, a terminus which will be only temporary, the original design of carrying it to Puget Sound being adhered to. The eastern terminus has not yet been located, but according

to the terms of the charter it is obligatory to locate it upon the shores of Lake Superior. The work upon the eastern and western divisions will be commenced simultaneously.

Atlantic and St. Lawrence Railroad:

ANNUAL REPORT OF THE DIRECTORS TO THE STOCKHOLDERS, AUGUST 3, 1869.

Within the last year a large part of the track has been relaid by the lessees with new iron and sleepers, and this work of repairs and renewal is still going on effectively. The successful establishment of the Portland rolling mills has contributed very much to the facility with which new rails of superior quality are now furnished to this and other lines of road having immediate connection with Portland. Very extraordinary difficulties were encountered from repeated snow storms in the months of February and March last, extending throughout the Atlantic line and over much of the Grand Trunk line in Canada. Nothing so severe had occurred since the opening of the through line in 1853. But these difficulties were overcome by the persistent efforts of the managers of the line. As the winter was altogether beyond the average in severity, and the track is now so much improved, there is a just encouragement of greater success in the future operations of the road. Some progress has been made in the equity suit brought by the trustees under the company's mortgage of 1851, but it is not yet determined. Meanwhile the interest has been regularly paid by the lessees, on the outstanding bonds issued under that mortgage. The first loan of the credit of the city of Portland in aid of the Atlantic and St. Lawrence Railroad began to mature in December last. The steps taken and payments made upon the maturing instalments of the loan are stated in the annexed report of the commissioners of the sinking fund. With regard to the balances of instalments, not satisfied out of the sinking fund, satisfactory arrangements have been completed, under the legislative act of March, 1868, by which the city issues new bonds on its own account, to supply the deficiency, retaining, of course, all the essential securities which it had for the whole original debt, with the additional provision of a new sinking fund, adjusted at such rates and time of accumulation, that it will discharge the entire debt at maturity, if no losses occur—these arrangements being also so formed that they will apply in the same manner, and to a similar result with the second city loan, which matures in February, 1871. The report of the Treasurer gives the customary statement respecting the stock accounts and funded debt of the company.

St. JOHN SMITH, President.

Portland, August 3, 1869.

TREASURER'S REPORT.

To the Stockholders of the Atlantic and St. Lawrence Railroad Company.

I submit my twenty-fourth annual report as Treasurer of the company, being for the year ending June 30, 1869. The capital stock issued is \$2,494,900, divided as follows:

438 shares in Federal currency, of \$100 each	\$43,800
5,063 shares in sterling currency of \$100 or \$484 each.....	2,450,492
38 fractional share rights of \$16 each.....	608
	\$2,494,900

During the past year an arrangement has been made with the city of Portland in reference to their \$1,500,000 loan, by which the 15,000 shares, previously reported as held by the city as collateral, and upon which no assessments have been paid, have been surrendered to the company, and the certificates cancelled, and are now unissued capital. Upon the Federal shares, two dividends of \$2 per share have been paid at this office, and the dividends upon the sterling shares have been paid in London. The debt of the company has been reduced the past year \$159,200, by pay-

ments to that amount upon the company's obligations to the City of Portland.

The total debt now is \$3,324,800, consisting of obligations to the City of Portland for the 1st and 2d loans of their bonds..... \$1,340,800
Company's mortgage bonds of 1851..... 614,500
Company's sterling bonds of November 1, 1853, on 25 years, £100,000 at \$4 84 to the £ 484,000
Company's mortgage sterling bonds, 5-20, at \$4.84 to the £, £182,900, equal to..... 885,236
Amount due on exchange of bonds..... 264

\$3,324,800

The lessees have promptly provided for the payment of the dividends, the interest on the debt, and the contributions to the sinking funds. They have also assumed and paid the excise tax of 6 per cent. on the company's mortgage bonds, thus giving the holders their full six per cent. interest.

CHAS. E. BARRETT, Treasurer.

Portland, July, 1869.

Erie.—Probable Dividend.

We hear from a source generally well informed, that the Erie Railway Company is now earning more than 5 per cent. per annum dividend upon its common stock after paying all interest, rents, and preference charges.

There is a talk of a cash dividend and a bonus in stock for the year just closing.

If a stock dividend be paid, the "Bears" will be most awfully pickled, for in that case every holder would be compelled to send in his shares for the purpose of claiming the stock bonus.

We only give the rumor respecting the dividend as we hear it, as being that current in best informed circles in London. We have no knowledge of the fact ourselves, but for the sake of the shareholders we shall be glad if it is well founded, and we shall not be surprised if it is.—*Herapath's Railway Journal*, Sept. 18.

Boston, Hartford and Erie Railroad:

The following gentlemen have been elected directors of this company for the current year: E. C. Sherman, Plymouth, Mass.; Henry L. Pierce, Dorchester, Mass.; John S. Eldridge, Canton, Mass.; Mark Healey, Lynn, Mass.; Henry N. Farwell, Boston, Mass.; Joseph W. Clark, Dedham, Mass.; James W. Converse, Boston, Mass.; James S. Whitney, Brookline, Mass.; George M. Bartholomew, Hartford, Ct.; William H. Chandler, Thompson, Ct.; Roger Averill, Danbury, Ct.; Wareham Williams, Norwich, Ct.; Edward Harris, Woonsocket, R. I.; Samuel Currey, Providence, R. I., and Henry Thompson, New York. At a meeting of the directors held in Boston, John S. Eldridge, Esq., was unanimously re-elected President; Samuel Hall, Jr., Esq., Treasurer, and H. S. Barry, Esq., Assistant Treasurer.

The earnings of the North Carolina Railroad for the quarter ending August 31, 1869, were \$122,182 44; and the expenses, \$97,903 17—making the net earnings, \$24,279 27. In the corresponding period of 1868, the earnings were \$110,298 26, the expenses, \$95,302 37, and the net earnings, \$14,995 89. This shows an increase in earnings of \$11,884 18, in expenses of \$2,600 80, and in net earnings, \$9,283 38. In the month of August, 1869, \$9,350 44 were expended in the purchase of railroad iron.

The earnings of the Marietta and Cincinnati Railroad for the nine months ending September 30, 1869, were \$1,017,305, against \$929,003, in the nine months of 1868—an increase of \$88,302.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. 100	\$1,774,824	J. & J.	Jul. '99	Hartford and New Haven. 100	3,200,000	J. A. J. & O.	Oct. '99	Portl., Saco & Portland. 100	\$1,500,000	J. & D.	Jun. '99
American Central. 100	800,000	J. & J.	Jul. '99	Hannibal and St. Joseph. 100	1,900,000	J. & J.	Jul. '99	Providence & Worcester. 100	1,900,000	J. & J.	Jul. '99
Atlanta and West Point. 100	1,232,200	J. & J.	July '99	Do. do. prof. 100	5,235,880	do.	Jul. '99	Raleigh and Gaston. 100	2,000,000	A. & O.	Oct. '99
Atlantic & N. Carolina. 100	5,545,226	do.	Jul. '99	Hanover Branch, Pa. 60	116,860	M. & N.	May '99	Rensselaer and Saratoga. 100	2,600,000	A. & O.	Oct. '99
Atlantic & Gt. Western. 50	25,879,923	do.	Jul. '99	Housatonic. 100	820,000	do.	Jul. '99	Richmond and Danville. 100	2,000,000	do.	Oct. '99
do. pref. 50	1,919,000	do.	Jul. '99	Hudson River. 100	1,180,000	J. & J.	Jul. '99	Richmond and Petersburg. 100	847,100	do.	Oct. '99
Atlantic & St. Lawrence. 100	2,494,900	J. & J.	Jul. '99	Huntingdon & B'd Top. 60	494,380	A. & O.	Oct. '99	Rich. Fred. and Potomac. 100	1,041,800	do.	Oct. '99
Augusta and Savannah. 100	733,700	J. & J.	Jul. '99	Illinois Central. 100	190,750	J. & J.	Jan. '99	Rockport. 100	85,400	do.	Nov. '99
Baltimore and Ohio. 100	16,161,962	A. & O.	Apr. '99	Indianapolis, Cin. & Lafayette. 50	28,415,780	F. & A.	Aug. '99	Rome, Water. and Ogden. 100	2,400,000	J. & J.	Jul. '99
Do. Washington Br. 100	2,880,000	A. & O.	Apr. '99	Jefferson, Mad. & Ind. 100	6,185,897	M. & S.	Sep. '99	Rutland preferred. 100	2,300,000	F. & A.	Feb. '99
Baltimore City Passenger. 100	670,000	F. & A.	Aug. '99	Joliet and Chicago. 100	2,000,000	J. & J.	Jan. '99	St. L. Alf. and T. Haute. 100	2,600,000	Annual.	June '99
Bay de Noquet & Marq. 100	1,350,000	A. & O.	Apr. '99	Joliet and North Indiana. 100	1,500,000	J. A. J. & O.	Apr. '99	St. L. Jack. and Ohio. 100	2,640,000	do.	June '99
Belleville and Line. 100	4,420,000	F. & A.	Feb. '99	Lake Shore & Mich. So. 100	300,000	J. & J.	July '99	Sandusky and Cincinnati. 100	1,469,429	do.	June '99
Berkshire. 100	990,250	J. A. J. & O.	Oct. '99	Lake Shore & Mich. So. 100	300,000	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,089,000	do.	June '99
Berkshire. 100	800,000	J. & J.	Oct. '99	Lake Shore & Mich. So. 100	300,000	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,089,000	do.	June '99
Blossburg & Corning. 50	250,000	J. & D.	Jun. '99	Lackawanna & Bloomsb. 40	533,500	F. & A.	Aug. '99	Sand. Mansf. and Newark. 100	801,841	M. & N.	May '99
Boston and Albany. 100	13,725,100	J. & J.	July '99	Leeds and Farmington. 50	1,836,000	do.	Aug. '99	Savannah and Charleston. 100	1,000,000	do.	Aug. '99
Boston and Chelsea. 100	110,000	A. & O.	Oct. '99	Lehigh and Mahanoy. 50	2,158,585	J. & J.	July '99	Schenck and Susquehanna. 50	1,289,150	do.	Aug. '99
Boston, Concord & Mont. 100	459,600	M. & N.	May '99	Lehigh and Mahanoy. 50	2,158,585	J. & J.	July '99	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '99
Do. do. pref. 100	1,540,400	M. & N.	May '99	Lehigh and Susquehanna. 50	7,739,800	M. & N.	May '99	Schenck Valley. 50	878,050	J. & J.	Jan. '99
Boston and Lowell. 50	1,891,500	J. & J.	Jun. '99	Lehigh Valley. 50	10,781,400	J. A. J. & O.	Oct. '99	Seaboard and Roanoke. 100	868,200	do.	Jan. '99
Boston and Maine. 100	4,076,974	J. & J.	July '99	Lehigh Luzerne. 50	344,560	J. & J.	Jan. '99	Second Avenue (N. Y.). 100	870,000	A. & O.	Oct. '99
Boston and Providence. 100	3,890,000	J. & J.	July '99	Lexington & Frankfort. 100	514,646	J. & J.	Jan. '99	Shamokin V. and Pottav. 50	898,450	F. & A.	Feb. '99
Broadway (South Boston) 50	400,000	J. A. J. & O.	Oct. '99	Little Miami. 100	3,872,400	J. & D.	Jun. '99	Shore Line. 100	750,000	J. & J.	Jan. '99
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jun. '99	L. M. & O. and X. (Joint). 100	1,804,397	J. & D.	Jun. '99	Sixth Avenue (N. Y.). 100	750,000	do.	Nov. '99
Brooklyn City. 100	1,000,000	F. M. A. N.	Aug. '99	Little Schuylkill. 100	2,646,100	J. & J.	Jul. '99	Somerville. 100	75,000	M. & N.	May '99
Brooklyn City & New York. 100	1,100,000	do.	Aug. '99	Lomb. and South St. (Ph.) 25	90,000	do.	Jul. '99	South Carolina. 100	5,818,275	do.	Jul. '99
Buffalo, Bradford & Pitts. 100	960,000	M. & N.	May '99	Long Island. 50	8,000,000	F. M. A. N.	Aug. '99	South Shore. 100	259,685	do.	Jul. '99
Buff. New York & Erie. 100	1,700,000	M. & N.	May '99	Long Branch & Sea Shore. 50	95,194	N. Y. & P.	Nov. '99	South Western, Georgia. 100	3,939,900	F. & A.	Aug. '99
Buffalo and Erie. 100	5,000,000	F. & A.	Aug. '99	Louis. Cin. and Lex. pr. 100	211,122	J. & J.	Jan. '99	Staten Island. 100	2,700,000	J. & J.	Jan. '99
Cambridge Horse (Boston) 100	177,800	A. & O.	Oct. '99	Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '99	Stony Brook. 100	287,800	M. & N.	May '99
Camden and Amboy. 100	5,000,000	F. & A.	Aug. '99	Louisville and Nashville. 100	7,869,186	F. & A.	Feb. '99	Stonewall and Indiana. 100	1,983,141	do.	May '99
Camden and Atlantic, pref. 50	600,000	do.	Aug. '99	Louisville and Nashville. 100	7,869,186	do.	Feb. '99	Stockbridge & Pittsfield. 100	448,700	F. & A.	Aug. '99
Camden & Burlington Co. 100	331,000	do.	Aug. '99	Louisville and Nashville. 100	7,869,186	do.	Feb. '99	Summit Branch. 50	250,000	F. & A.	Aug. '99
Cape Cod. 50	127,000	J. & J.	Jul. '99	Lowell and Lawrence. 100	200,000	A. & O.	Oct. '99	Syr. Bingham. and N. Y. 100	1,314,130	J. & J.	Jul. '99
Cape May and Millville. 100	1,100,000	J. & D.	Jun. '99	Macon and Western. 100	2,000,000	June.	Jun. '99	Taunton Branch. 100	250,000	J. & J.	Jul. '99
Catawissa. 50	1,100,000	do.	Jun. '99	Mahony & B'd Mount. 50	1,874,916	do.	Jun. '99	Tennessee and Alabama. 100	595,922	J. & J.	Jul. '99
Catawissa, pref. 50	2,200,000	M. & N.	May '99	Maine Central. 100	1,011,500	do.	Jun. '99	Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '99
Cayuga & Susquehanna. 50	689,116	J. & J.	Jul. '99	Manchester & Lawrence. 100	1,000,000	M. & N.	May '99	Third Avenue (N. Y.). 100	1,750,000	do.	Jul. '99
Cedar Rapids & Mo. pref. 100	765,000	M. & N.	May '99	Marietta & Cincinnati. 50	3,018,374	do.	May '99	Thirteenth and Fif. (Ph.) 50	2,000,000	J. & J.	Jul. '99
Central of Georgia. 100	4,656,800	J. & J.	July '99	do. do. 2d pref. 50	6,686,136	M. & S.	Sep. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Central of New Jersey. 100	15,000,000	J. & J.	Dec. '99	do. do. 2d pref. 50	6,686,136	M. & S.	Sep. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Central Ohio. 100	2,000,000	J. & D.	Dec. '99	Memphis and Charleston. 100	670,000	M. & S.	Mar. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Do. pref. 100	2,000,000	J. & D.	Dec. '99	Metropolitan (Boston). 100	1,250,000	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Co. Park, N. & E. River. 100	970,000	J. & J.	Jul. '99	Michigan Central. 100	1,250,000	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chesapeake. 100	280,000	J. & J.	Jul. '99	Middlesex (Boston). 100	1,250,000	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chesapeake, preferred. 100	2,017,828	J. & J.	Jul. '99	Mill Creek and Minehill. 50	323,376	A. & O.	Jan. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chicago and Alton. 100	5,141,900	M. & S.	Sep. '99	Millville and Glassboro. 100	405,030	F. & A.	Aug. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chicago and Burlington. 100	13,825,025	M. & S.	Sep. '99	Milw. & Prairie du Chien. 100	1,103,069	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chicago, Iowa & Nebraska. 100	2,000,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chicago and Milwaukee. 100	2,227,000	J. & D.	Jun. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chicago & N. Western. 100	14,590,162	J. & D.	Jun. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Chicago, R. I. & Pacific. 100	14,000,000	J. & D.	Oct. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Cin. Ham. & Dayton. 100	3,500,000	J. & J.	Oct. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Cincinnati City Passenger. 100	1,000,000	J. & J.	Oct. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Cincinnati Street. 100	1,000,000	J. & J.	Oct. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Clev. Col. Cin. & Ind. 100	10,450,000	F. & A.	Aug. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Cleveland & Mahoning. 50	2,056,400	M. & N.	Oct. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Cleveland and Pittsburgh. 50	6,958,775	M. & N.	Oct. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Cleveland and Toledo. 50	5,000,000	F. & A.	Aug. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Col. Uhl. & Indiana Cen. 100	11,420,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Columbia and Xenia. 50	1,756,200	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99	Milw. & St. Paul. 100	7,189,272	J. & J.	Jul. '99	Tol. Peoria and Warsaw. 100	2,700,000	do.	Jul. '99
Concord & Fort. 50	1,500,000	J. & J.	Jul. '99								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1896.....	476,641	433,279	355,991	412,521	464,597	493,243	466,896	568,659	533,150	599,670	474,056	388,573	5,696,110
1897.....	377,852	380,190	459,555	407,013	465,192	385,396	400,560	461,879	483,177	483,917	474,134	380,641	4,167,371
1898.....	404,497	393,251	408,847	388,654	355,255	369,184	343,325	413,454	480,430	464,876	455,910	.....	.....
Chicago and Alton:													
1896.....	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1897.....	164,418	195,803	162,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,454	
1898.....	280,503	275,283	299,063	258,490	322,278	355,270	335,985	400,251	401,280	357,956	307,919	236,824	3,530,092
1896.....	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153	
1897.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1898.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	508,746	409,569	361,701	4,508,643
1899.....	339,762	394,828	393,643	331,149	345,566	391,685	353,739	501,667	501,259	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,956,297
1897.....	154,823	175,482	243,150	185,013	198,679	243,178	243,980	307,874	375,880	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,318	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1896.....	221,395	183,385	257,230	209,099	277,506	306,993	238,926	317,977	400,941	428,474	345,028	290,268	3,406,922
1897.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1898.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	538,387	591,209	424,589	433,455	4,797,464
1899.....	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,511,544
1897.....	273,876	317,839	390,355	421,363	466,880	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1898.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1896.....	526,566	399,917	523,745	537,510	558,948	925,983	808,524	797,475	1,000,086	1,300,216	1,010,892	712,359	9,299,480
1897.....	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1898.....	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1899.....	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	.....	.....	.....	.....
Erie:													
1896.....	1,186,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1897.....	906,759	917,639	1,139,528	1,217,143	1,127,140	1,116,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1898.....	1,031,320	901,752	1,136,994	1,268,742	1,163,612	1,089,005	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1896.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,780	414,543	410,336	372,593	359,493	3,445,327
1897.....	299,944	271,085	275,643	289,224	334,687	407,092	343,929	511,305	478,576	496,433	437,679	424,531	4,571,025
1898.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,170	799,236	631,391	657,141	605,402	6,329,447
1896.....	571,536	528,972	616,662	460,573	617,682	578,403	747,469	739,738	641,589	643,887	518,088	7,181,208	
1897.....	603,053	505,266	505,465	611,605	569,250	667,679	480,626	578,253	571,848	661,971	588,219	504,066	6,546,741
1898.....	647,120	524,871	477,027	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1896.....	587,443	586,145	444,443	518,800	572,551	626,249	549,714	704,325	889,967	931,530	685,401	681,041	7,517,622
1899.....	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,012	.....	.....	.....	.....
Marietta and Cincinnati:													
1896.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1897.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1898.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1899.....	93,517	91,966	103,558	109,526	111,933	118,648	114,496	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1896.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,587	332,360	348,045	3,302,543
1897.....	256,000	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152	
1898.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1896.....	312,846	277,234	412,715	418,024	384,684	338,858	384,401	429,177	496,656	429,546	352,218	4,650,550	
1897.....	305,857	311,088	395,372	409,248	357,749	397,068	313,130	434,318	488,388	530,871	429,785	380,034	4,663,504
1898.....	362,021	338,321	378,735	452,429	399,300	365,117	308,560	437,600	521,326	543,886	436,399	437,593	4,981,113
1899.....	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	638,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1896.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1897.....	242,073	245,858	236,432	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065	
1898.....	252,435	278,489	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1896.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,061	490,694	447,670	328,870	4,520,550
1897.....	282,439	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	493,640	414,604	308,669	4,290,115
1898.....	304,095	375,210	362,783	333,952	284,977	313,021	398,963	464,778	506,296	412,934	393,373	4,371,073	
1899.....	343,316	304,315	326,880	416,758	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251	
1896.....	334,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1896.....	319,763	240,755	261,143	316,266	401,900	369,356	305,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1897.....	320,228	321,203	333,508	436,412	565,718	458,191	423,399	522,682	1,024,045	1,037,464	556,917	468,890	6,517,646
1898.....	454,130	330,233	420,774	460,287	630,844	678,800	596,341	525,363	.....	.....	.....	.....	.....
New York Central:													
1896.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1897.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,920	1,580,518	1,211,108	935,857	14,143,216
1898.....	901,571	845,953	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,073	.....	.....	.....	.....
Ohio and Mississippi:													
1896.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1897.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1898.....	267,541	246,100	326,236	277,424	283,130	253,925	247,262	306,454	278,701	310,762	302,426	281,613	3,380,583
1896.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,512	365,371	379,367	336,066	272,053	3,459,519
1897.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1898.....	180,366	216,080	221,469	214,409	218,639	223,236	192,364	275,220	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1896.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1897.....	335,685	361,834	396,771	429,929	505,517	464,809	551,884	574,486					

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest Payable.	When Payable.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest Payable.	When Payable.	Market Price.
National Securities Oct. 1, 1869.						Massachusetts—					
Loan of June 14, 1868.....registered coupon	20,000,000	5	Jan. & July.	1874	1184	Western R. R. Loan, sterling	3,578,096	5	April & Oct.	'69-'88	115
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	"	1874	—Troy and Greenfield Loan, stg.	3,506,580	5	"	"	'88-'90
Loans of Feb. 3, July 1, Aug. 3, '61 registered and March 3, 1863.....coupon	282,732,600	5	"	"	1871	—Eastern R. R. Loan.....	1,166,500	5	"	"	'90-'94
Oregon War Bonds of March 2, 1861.....	945,000	5	"	"	1881	—Nor. & Wore. R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	1877
Loan of Feb. 25, 1862 (5-20s).....registered coupon	514,771,000	5	May & Nov.	1882	1184	—B. H. & Erie R. R. Loan, stg.	290,400	5	"	"	1900
Loan of March 3, 1864 (5-20s).....registered coupon	3,882,500	5	"	"	1882	—State Scrip (var.).....	171,000	5	Various.	"	1870
Loan of June 30, 1864 (5-20s).....registered coupon	123,561,300	5	"	"	1884	—Union Fund Loan of 1861.....	117,000	5	"	"	1872
Loan of March 3, 1865 (5-20s).....registered coupon	203,327,250	5	"	"	1884	—Back Bay Loan of 1862-'63.....	125,000	5	April & Oct.	"	1873
.. 2d series (5-20s).....registered coupon	332,908,950	5	Jan. & July.	1886	117	—Bounty Fund Loan of 1863.....	244,000	5	Various.	"	1874
.. 3d series (5-20s).....registered coupon	379,588,950	5	"	"	1887	—Coast Defense Loan of 1863.....	162,000	5	June & Dec.	"	1877
.. 4th series (5-20s).....registered coupon	42,530,350	5	"	"	1888	—War Fund 5-20 Loan.....	50,000	5	"	"	1877
Loan of March 3, 1864, (10-40s).....registered coupon	194,567,300	5	Mar. & Sept.	1904	108	—Three Years' Loan.....	650,000	5	Jan. & July.	"	1871
Union Pacific R. R. Bonds.....(currency)	61,180,320	5	Jan. & July.	'95-'99	108	Michigan—Sault Canal Bonds.....	1,430,000	5	"	"	'74-'78
Certificates of Mar. 2, 1867, and July 2, 1868.....	50,545,000	5	"	"	1904	—Renewal Loan.....	600,000	5	"	"	'77-'78
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	"	1904	—Two Million Loan.....	200,000	5	May & Nov.	"	1880
Loans of 1842, 1847 and 1848.....	78,850	5	"	"	1904	—War Loan.....	1,728,000	5	Jan. & July.	"	1883
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	"	"	1904	—Bounty Loan.....	896,000	5	May & Nov.	"	1884
Treasury Notes prior to 1857.....	103,615	5	"	"	1904	Minnesota—Railroad Loan.....	463,000	5	Jan. & July.	"	1890
Treasury Notes of 1857, '61 and '63.....	211,452	var	"	"	1904	—Mississippi—State Bonds (for banks).....	2,275,000	5	Jan. & July.	"	'41-'71
Treasury Notes (7-30s).....	951,000	7.3	"	"	1904	—Missouri—State Bonds proper.....	7,000,000	5	Jan. & July.	"	'62-'90
Certificates of Indebtedness.....	12,000	5	"	"	1904	—Consols. (interest).....	453,000	5	"	"	1887
Compound Interest Notes of 1863 and 1864.....	2,640,770	5	"	"	1904	—Railroad Loans.....	2,830,000	5	"	"	'82-'90
Temporary Loan of June 30, 1864.....	183,010	var	"	"	1904	—S. W. Pacific, guar.....	13,734,000	5	"	"	'81-'87
U. S. Notes (greenbacks).....	356,114,613	mil.	"	"	1904	—Han. and St. Jo. R. R. Loan.....	1,589,000	5	"	"	'81-'85
Fractional Currency.....	33,001,298	5	"	"	1904	Nebraska—(No Account).....	3,000,000	5	"	"	
State Securities, latest dates.						Nevada—(No Account).....					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64	New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	"	'69-'78
.. (extended).....	2,414,800	5	"	'83-'85		.. of Sept. 1, 1864.....	600,000	5	Mar. & Sept.	"	'84-'89
.. (sterling).....	770,500	5	Jan. & July.	'70-'86		.. of Oct. 1, 1865.....	1,267,000	5	April & Oct.	"	'69-'74
.. (extended).....	732,300	5	"	1886		.. of July 1, 1866.....	500,000	5	Jan. & July.	"	1860
.. (new).....	660,200	5	"	'94-'95	91	New Jersey—War Loan of 1861 (free).....	1,599,800	5	Jan. & July.	"	'86-'96
Arkansas—State Bonds (Real Estate Bank).....	886,000	5	April & Oct.	1861		.. of 1863 (free).....	1,002,900	5	"	"	'97-'02
.. (State Bank).....	440,000	5	Jan. & July.	1868		.. of 1864.....	593,409	5	"	"	1877
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	128	New York—General Fund Stocks.....	700,000	5	J. A. J. & O.	"	1870
.. 1869.....	177,500	7	"	1880		.. Canal Stocks.....	800,000	5	"	"	1878
.. Soldiers' Relief Bonds.....	470,500	7	"	'83-'85		.. Bonds.....	900,000	5	"	"	1875
.. Bounty Bonds.....	982,000	7.4	"	'83-'85		.. Bonds.....	348,107	5	"	"	1875
Connecticut—War Bonds, My, '61, (10 or 20yr).....	7,513,692	6	Jan. & July.	'71-'81	984	.. Bonds.....	2,607,300	5	J. A. J. & O.	"	1872
.. Oct. '61, (10 or 20yr).....		6	"	'72-'82		.. Bonds.....	5,726,800	5	"	"	1873
.. Nov. 1863.....		6	"	1883	994	.. Bonds.....	2,250,000	5	"	"	1874
.. My, '64, (10 or 20yr).....		6	April & Oct.	'74-'78		.. Bonds.....	500,000	5	"	"	1875
.. May 1, 1865, (free).....		6	"	1885		.. Bonds.....	900,000	5	"	"	1877
.. (various) registered.....	867,500	5	Various.	Var.		.. Bonds.....	2,035,800	5	"	"	1877
Florida—State Bonds.....	500,000	5	Jan. & July.	Var.		.. Bonds.....	3,757,000	5	Jan. & July.	"	1877
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	"	Var.		.. Bonds.....	22,186,000	5	"	"	1877
.. (Act March 12, 1866).....	176,000	7	Jan. & July.	1870	91	North Carolina—State Bonds (old).....	5,511,000	5	J. & J. O. A. & O.	"	'69-'91
.. (W. & A. R. R.).....	3,164,500	7	May & Oct.	1870		.. (new).....	3,059,045	5	"	"	'92-'96
.. (Atl. and Gulf R. R.).....	1,519,000	6	Jan. & July.	1886		.. (Chatham R. R.).....	3,200,000	5	Jan. & July.	"	1900
.. (sterling).....	734,000	6	"	'68-'74	844	.. (funding).....	2,439,000	5	Jan. & July.	"	1893
Illinois—New Internal Improvement Stock.....	1,635,954	5	May & Oct.	1874		Ohio—State Loan (New York).....	2,028,171	5	Jan. & July.	"	1870
.. Interest Bonds.....	996,649	5	Feb. & Aug.	'78-'86		.. Bonds.....	1,600,000	5	"	"	1875
.. Liquidation Bonds.....	193,400	5	Mar. & Sept.	1869		.. Bonds.....	4,095,309	5	"	"	1881
.. Refunded Stock.....	985,900	5	Jan. & July.	1870		.. Bonds.....	2,400,000	5	"	"	1880
.. Thornton Loan Bonds.....	104,000	5	"	1869		—Union Loan (Columbus).....	400,000	5	May & Nov.	"	1871
.. War Loan Bonds.....	543,200	5	"	1870		.. Bonds.....	94,015	5	Jan. & July.	"	1884
.. Ill. and Mich. Canal.....(sterling).....	792,222	5	"	1870	101	.. Bonds.....	82,142	5	"	"	1874
.. registered.....	635,367	5	"	1870		Pennsylvania—State Stocks.....	2,797,910	5	Various.	"	Due.
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	974	.. Bonds.....	1,642,128	5	Jan. & July.	"	1870
.. War Loan Bonds.....	210,000	5	May & Nov.	1888		.. Bonds.....	4,724,000	5	Various.	"	'72-'82
Iowa—State Bonds of 1868.....	200,000	7	Jan. & July.	1868		.. Bonds.....	112,000	5	Jan. & July.	"	1882
.. War and Defense Bonds of 1861.....	300,000	7	"	1881		.. Bonds.....	400,000	5	April & Oct.	"	1879
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97		.. Bonds.....	4,907,150	5	Feb. & Aug.	"	1872
.. Territorial Debt Bonds.....	100,000	5	"	'83-'84		.. Bonds.....	7,906,000	5	"	"	1877
Kentucky—State Bonds.....	1,421,000	5	April & Oct.	'71-'72	100	.. Bonds.....	9,273,050	5	"	"	1882
.. Bonds.....	339,000	5	May & Nov.	1879		.. Bonds.....	910,200	5	"	"	'724-'87
.. Bonds.....	160,000	5	April & Oct.	'69-'73		.. Bonds.....	2,820,750	5	"	"	1871
.. Bonds.....	635,000	5	Various.	'80-'93	94	Rhode Island—War Loan of 1861.....	30,500	5	April & Oct.	"	1871
.. Bonds.....	684,500	5	Jan. & July.	1893		.. of 1862.....	1,157,000	5	Mar. & Sept.	"	1882
.. Bonds.....	2,092,000	5	Various.	'69-'06	65	.. of 1863.....	214,000	5	April & Oct.	"	1883
.. Bonds.....	86,000	5	Mar. & Sept.	1872		.. of 1863.....	776,000	5	Jan. & July.	"	1893
.. Bonds.....	1,000,000	5	Various.	1886	60	.. of 1864.....	881,000	5	Feb. & Aug.	"	1894
.. Bonds.....	2,414,000	5	May & Nov.	1907		.. Bonds.....	314,454	5	J. A. J. & O.	"	1870
.. Bonds.....	3,000,000	5	"	1903	83	.. Bonds.....	484,445	5	"	"	1868
.. Bonds.....	494,800	5	Various.	'86-'88		.. Bonds.....	2,386,000	5	Jan. & July.	"	'71-'90
.. Bonds.....	171,000	5	Mar. & Sept.	'69-'74		.. Bonds.....	1,000,000	5	"	"	'75-'79
.. Bonds.....	800,000	5	"	1871	99	.. Bonds.....	1,282,871	5	"	"	'70-'90
.. Bonds.....	525,000	5	Mar. & Sept.	1883		Tennessee—State Bonds.....	1,398,640	5	April & Oct.	"	"
.. Bonds.....	2,832,500	5	June & Dec.	1889	981	.. Bonds.....	259,160	5	"	"	"
.. Bonds.....	475,000	5	Feb. & Aug.	1880	981	.. Bonds.....	1,706,000	5	Jan. & July.	"	long.
.. Bonds.....	802,000	5	J. A. J. & O.	1865		.. Bonds.....	2,172,000	5	"	"	Var.
.. Bonds.....	2,252,112	5	"	'89-'90		Texas—No legal debt.....	4,677,960	5	"	"	
.. Bonds.....	1,214,590	5	"	'89-'90		Vermont—State Bonds.....	1,026,000	5	June & Dec.	"	'71-'78
.. Bonds.....	269,000	5	"	1890	96	.. Certificates.....	201,000	5	"	"	'71-'78
.. Bonds.....	24,000	5	"	1880		Virginia—State Stock.....	20,653,962	5	Jan. & July.	"	long.
.. Bonds.....	1,438,428	5	"	'70-'85	96	.. Bonds.....	10,963,000	5	"	"	"
.. Bonds.....	525,008	5	"	'80-'90		.. Bonds.....	2,331,500	5	"	"	"
.. Bonds.....	46,232	5	"	1890		.. Bonds.....	2,880,801	5	"	"	1870
.. Bonds.....	2,040,100	5	"	1883	102	.. Bonds.....	3,446,000	5	"	"	'80-'90
.. Bonds.....	100,000	5	"	1873		.. Bonds.....	1,735,580	5	"	"	Var.
						West Virginia—No Debt.....		5	Jan. & July.	"	'77-'85
						Wisconsin—War Loan Bonds.....	167,800	5	"	"	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Cape May and Millville:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$200,000	7	April & Oct.	New York.	1879	....
Albany and Susquehanna:							Catawissa:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mortgage.....	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	Cedar Falls and Minnesota:						
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80	1st Mort. (C. F. to Waver. 14 m.).....	294,000	7	April & Oct.	New York.	1885	....
Allegheny Valley:							1st Mort. (W. to Minn. L. 67 m.).....	1,407,000	7	Jan. & July.	"	1887	....
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....	Cedar Rapids and Missouri River:						
2d Mortgage (floating funded).....	.....	7	"	"	18—	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	91
Androscooggin:							Central Branch Union Pacific:						
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	1st Mort. (Atchison & Pike's P.).....	1,000,000	6*	May & Nov.	New York.	'95-'96	....
Atlantic and Great Western:							2d Mortgage Govern't subsidy.....	1,000,000	6	Jan. & July.	"	'95-'96	....
1st Mortgage (New York).....	.....	7*	April & Oct.	London.	1879	....	Central of Georgia:						
1st Mortgage (Pennsylvania).....	.....	7*	"	"	1877	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	Central of New Jersey:						
1st Mortgage (Franklin Branch).....	.....	7*	June & Dec.	London.	1882	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	97
1st Mortgage (Buffalo Extension).....	.....	7*	April & Oct.	"	1884	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	99
1st Mortgage (Silver Creek Br.).....	.....	7*	March & Sept.	"	1884	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	97
2d Mortgage (New York).....	.....	7*	April & Oct.	New York.	1881	....	Central Ohio:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	78½
2d Mortgage (Ohio).....	.....	7*	Jan. & July.	"	1883	....	Central Pacific of California:						
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	1st Mortgage (on 725 m.) free.....	22,789,000	6*	Jan. & July.	New York.	1895	92½
2d Consolidated Mortgage.....	7,000,000	6*	"	"	18—	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111½
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Convertible bonds.....	1,500,000	7*	"	"	1883	108½
Atlantic and Gulf:							National Loan.....	22,789,000	6	"	"	1895	....
1st Mortgage Consolidated.....	2,000,000	7	— & —	New York.	1898	....	Charleston and Savannah:						
Atlantic and St. Lawrence:							1st Mortgage (guar. by S. Car.).....	505,000	6	March & Sept.	Charleston.	1877	40
Portland City Loan (skg fund).....	1,500,000	6*	Various.	B. & N. Y.	'68-'70	....	Charlotte and South Carolina:						
2d Mortgage.....	1,614,500	6*	April & Oct.	Portland.	1866	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Cheraw and Darlington:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
Baltimore and Ohio:							Chesapeake and Ohio (Va. Cent.):						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage for \$10,000,000.....	.....	8	Jan. & July.	New York.	1898	....
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	92½	Cheshire:						
Loan of 1850.....	579,500	6	"	"	1880	91½	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	92	Chester Valley:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	Chicago and Alton:						
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	1st Mortgage, pref. sinking fund.....	402,000	7	May & Nov.	New York.	1877	98
Bay de Noquet and Marquette:							1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	93
Bellefontaine:							Chicago, Burlington and Quincy:						
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	108
2d Mortgage.....	16,000	7	"	"	1870	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bellefonte and Snow Shoe:							2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belvidere Delaware:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	87½	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	80	Chicago and Great Eastern:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	78	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Blue Ridge, S. Car.:							Income.....	300,000	7	"	"	1895	....
1st Mortgage of \$2,500,000.....	.....	7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
Sterling Loan.....	2,051,520	6*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee, (45 m's):						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	....
Boston, Clinton and Fitchburg:							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Pref. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	92
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90½
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94½	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	88½
2d Mort. conv. (1st M. on 22½ m.).....	100,000	6	Jan. & July.	Boston.	1870	90½	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	88½
2d Mort. conv. (1st M. on 22½ m.).....	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds.....	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000.....	.....	7	Jan. & July.	"	1899	62	Consolidated sinking fund bonds.....	3,296,000	7	F. M. A. & N.	"	1915	90
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	"	1882	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96½	2d Mort. (Gal. & Chic. U. R. R.).....	1,029,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1879	96	1st Mortgage (Peninsula R.R.).....	1,010,000	7	March & Sept.	"	1898	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chl. & Mil. R. W. 85 m).....	1,098,000	7	Jan. & July.	"	1898	....
1st Mortgage.....	589,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.).....	363,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	"	New York.	18—	....	1st Mort. (C. R. I. and P. R. R.).....	7,375,000	7	"	"	1896	93
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1890	....
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	90	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83½	New Mortgage.....	254,000	7	"	"	1887	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	....	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	2d Mortgage.....	800,000	7	March & Sept.	"		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage.....	1,000,000	7	"	"	1880		2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	92	3d Mortgage.....	6,000,000	7	"	"	1883	87
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	"	1890	86
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1887	91	5th Mortgage.....	926,500	7	June & Dec.	"	1888	77
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	"	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1885	99½	Starling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1875	
2d Mortgage (Clev. & Tol.).....	1,000,000	7	April & Oct.	"	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	"	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1903	77½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886		1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869	
Income Bonds.....	1,243,000	7	"	"	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	"	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	282,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	— & —	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	"	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	— & —	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	— & —	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87½	Galena & Chic. Union (C.N. & W.):						
Notes of '86 and '87, free.....	295,000	7	"	"	'76-'77		1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	96
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	"	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Grand Rapids and Indiana:						
Connecting:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Grand River Valley:						
Cumberland and Pennsylvania:							1st Mortgage, guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand Trunk (Can.):						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	"	1885		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
Cumberland Valley:							2d Preference Bonds.....	7,355,986	5*	"	"	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		3d Preference Stock.....	3,414,094	4*	"	"	18—	
2d Mortgage.....	109,500	8	"	"	1904		4th Preference Stock.....	26,592,860	4*	"	"	18—	
Danbury and Norwalk:							Equipment Bonds.....	2,433,333	6*	April & Oct.	"	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		Postal and Military bonds.....	5,940,000	var	Feb. & Aug.	"	18—	
Danv., Urbana, Blooming, & Pekin:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.	18—	
Dayton and Michigan:							Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	'73-'76	
1st Mortgage sinking fund.....	2,008,000	7	Jan. & July.	New York.	1881		Mortgage Bonds £547,000.....	2,652,950	5½*	— & —	"	'77-'78	
2d Mortgage.....	642,000	7	March & Sept.	"	1884		Stock Debentures £46,700.....	226,500	5*	— & —	"	18—	
Toledo Depot Mortgage.....	169,500	7	"	"	'81-'94		Great Western of Illinois:						
Dayton and Union:							1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	
2d Mortgage.....	135,000	7	June & Dec.	"	1879		1st Mortgage (General).....	1,455,000	7	"	"	1888	85
Income Bonds.....	252,445	6	"	"	1879		2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	81½
Dayton and Western:							Greenville and Columbia:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
2d Mortgage.....	463,000	6	Jan. & July.	"	1905		Hannibal and St. Joseph:						
Delaware:							Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Convertible bonds.....	800,000	7	Jan. & July.	"	1883	102
Guaranteed Bonds.....	100,000	6	"	"	1875		Eight per cent. Loan.....	860,000	8	"	"	18—	
State Loan.....	170,000	6	"	"	1876		Ten per cent. Loan.....	1,000,000	10	"	"	1872	
Extension Mortgage.....	100,000	6	"	"	1880		Ten per cent. Loan.....	500,000	10	— & —	"	1869	
Delaware, Lackawann, & Western:							1st Mort. (Quincy and Palmyra).....	500,000	8	— & —	"	18—	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mort. (Kan. City & Cameron).....	1,200,000	10	— & —	"	18—	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	"	1875	97	Harrisburg and Lancaster:						
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	"	1881	90	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
Des Moines Valley:							Hartford and New Haven:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Income Bonds.....	462,000	7	Jan. & July.	"	1884		Hartford, Providence and Fishkill:						
Detroit and Milwaukee:							1st Mort. (R. Island 26.52 m.).....	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	"	Hartford.	1876	
2d Mortgage.....	1,000,000	8	"	"	1875		Hempfield:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875		Housatonic:						
Bonds of June 30, 1866, (cond.).....	1,611,639	6	"	"	1886		1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit, Mon. & Tol. (M.S. & N.L.)							2d Mortgage.....	100,000	7	"	"	1885	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Houston and Texas Central:						
Detroit and Pontiac (Det. & Mil.):							1st Mortgage (L.G.) sinking fund.....	2,600,000	7*	Jan. & July.	New York.	1891	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Hudson River:						
2d Mortgage.....	150,000	7	April & Oct.	"	1878		1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	99
3d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	102
Dubuque and Sioux City:							3d Mortgage.....	183,000	7	May & Nov.	"	1876	100
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	Huntington and Broad Top Mt.:						
1st Mortgage (construction).....	600,000	7	"	"	1884		1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	83
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
Dubuque Southwestern:							Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	33
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1886		Illinois Central:						
2d Mortgage, ordinary.....	450,000	7	"	"	1895		Construction.....	3,955,000	7	April & Oct.	New York.	1875	120
East Brandywine & Waynesburg:							Construction.....	437,500	6	"	"	1875	
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Redemption.....	2,560,500	6	"	"	1890	
East Pennsylvania:							Redemption, sterling.....	2,424,500	6*	"	London.	1875	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888		Illinois and Southern Iowa:						
East Tennessee and Georgia:							1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Indianapolis, Cin. and Lafayette:						
Tennessee Loan (1866).....	436,600	6	"	"	1898		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	
Mortgage (old).....	640,000	6	"	"	1880		1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	"	1888	
Mortgage (new).....	135,900	7	"	"	1880		Indianapolis, Crawfordsv. & Danv.:						
East Tennessee and Virginia:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis and Madison:						
Tennessee Loan (1866).....	600,000	6	"	"	1898		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee endorsed bonds.....	178,000	6	"	"	18—		Iowa River:						
Eastern:							1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-'72		Jackson, Lansing and Saginaw:						
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	95½	Jeffersonville (J. M. & L.):						
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	"	1876		2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Bonds of 1868.....	500,000	6	March & Sept.	"	1889	95½	Jeffersonville, Madison & Indian:						
Edgfield and Kentucky:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1900	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1890	89	Joliet and Northern Indiana:						
Income Bonds.....	570,000	5	April & Oct.	"	1872	90	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	
European and North American:							Junction, Philadelphia:						
1st Mortgage (Bangor to Winn.).....	1,000,000	6*	Jan. & July.	London.	1886		1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1899	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	
				When.	Where.	Due.					When.	Where.	Due.		
96	Kentucky Central:							Mobile and Montgomery:							
94	1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
87	2d Mortgage (do.)	794,000	7	— & —	" "	1883	....	Mobile and Ohio:						
85	3d Mortgage (do.)	237,000	7	— & —	" "	1885	....	1st Mortgage, Sterling.....	4,500,000	6*	May & Nov.	London.	1882	....
77	Kookuk and St. Paul:							1st Mortgage, Sterling.....	1,600,800	6	Jan. & July.	New York.	1891	....
	1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94	Income of '61, '62, '65 and '67...	388,900	8	May & Nov.	Mobile.	1897	19	
	Knoxville and Charleston:							Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
	Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....	Interest bonds	697,900	8	"	Mobile.	1882	35
	Knoxville and Kentucky:							Montgomery and Euclafa:							
	Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
	Tenn. State Loan (new)	800,000	6	"	"	1898	....	Montgomery and West Point:						
	Lackawanna and Bloomsburg:							Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
	1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	Income Bonds.....	306,900	8	"	"	"	1876
	1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	Mortgage Bonds.....	719,500	8	"	"	"	1881	82
	2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Morris and Essex:						
	3d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	99
	Lake Erie and Louisville:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	90	
	1st Mortgage for \$1,800,000	500,000	7	Jan. & July.	New York.	1893	....	Nashville and Chattanooga:						
	Lawrence:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
	1st Mortgage.....	300,000	7	"	Pittsburg.	1886	Tenn. State Loan	150,000	6	"	"	"	1892
	Lehigh and Lackawanna:							Tenn. Coupons Funded.....	426,270	6	"	"	"	1892
	1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	87	Nashville and Decatur:							
	Lehigh Valley:							2,405,176	6	Jan. & July.	New York.	1900-92	....	
96	1st Mort. (exchangeable for new)	1,282,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan	205,000	10	April & Oct.	Nashville.	1870	....
95	New Mortgage, free of taxes...	1,917,000	6	June & Dec.	"	1898	95	Income Bonds (Tenn. and Ala.)	500,000	6	"	New York.	1887	....
	1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	2d Mortgage.....						
	Little Miami:							Nashville and Northwestern:							
	1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	1881-84	....
	Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	2d Mortgage.....	792,050	6	"	"	"	1881-83
	Little Schuylkill:							Naugatuck:							
	1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
	Long Island:							Newark and New York:							
	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	95	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
	Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	Newburg & New York (Oct. 1, '68):						
	Glen Cove Branch	150,000	6	May & Nov.	"	1893	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
	Louisville, Cin. and Lexington:							New Bedford and Taunton:							
	1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
	Louisville and Frankfort:							New Brunswick and Canada:							
	1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	1st Mortgage, Sterling	1,100,000	6*	May & Nov.	London.	1867	....
	Louisville Loan	100,000	6	"	"	1881	....	Newcastle and Beaver Valley:						
	Louisville and Nashville:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
	1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	1870-77	98	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
100	1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	1870-75	98	New Haven and Darby:							
85	1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	98	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
84	1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	1870-85	92	New Haven and Northampton:							
	Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	1866-87	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
	Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	....	1st Mort. (Hamp. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
	Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	....	New Jersey:						
	Consolid. 1st mort. for \$8,000,000	.....	7	"	"	1898	90	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	1875-87	93
	Louisville, N. Albany & Chicago:							New London Northern:							
102	1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
	Macon and Brunswick:							1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
	1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
	Mahanoy and Broad Mountain:							N. Orleans, Jackson & Gt. North:							
	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1888	78
	Maine Central:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	70	
90	1st Mortgage, sterling	1,095,000	6*	Feb. & Aug.	Boston.	1870-91	....	N. Orleans, Opelousas & Gt. Wtn:						
85	2d Mortgage, sterling	307,700	6	June & Dec.	"	1870-71	....	1st Mort. construction (80 m.) ..	1,842,000	8	April & Oct.	New York.	1889	46
	Bangor City Loan	621,000	6	April & Oct.	"	1874	....	2d Mort. (P.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
	2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	New York Central:						
	Marquette and Cincinnati:							Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	90	
	1st Mortgage.....	2,500,000	7	Feb. & Aug.	Baltimore.	1891	86	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100	
	1st Mortgage, Sterling.....	1,000,000	7	"	London.	1891	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1888	....
	2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	69	Bonds for railroad stocks.....	592,000	6	"	"	1883	87	
	Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	Bonds for real estate.....	162,000	6	"	"	1888	88
	Memphis and Charleston:							Bonds and mortgages.....	58,215	7	various.	"	var.	....
	Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
	1st Mortgage, Convertible.....	1,283,000	7	May & Nov.	"	1880	85	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	91	
	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and Flushing:						
	Memphis and Little Rock:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
	Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
102	Mortgage (road and land)	1,300,000	8	May & Nov.	"	1890	....	1st Mortgage of 1863.....	3,090,000	7	May & Nov.	New York.	1873	90
100	Ark. State Loan	900,000	7	Jan. & July.	"	1897	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
	Michigan Central:							New York and New Haven:							
83	1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	96
33	1st Mortgage, sterling, convertible	500,000	8	March & Sept.	"	1869	....	New York, Providence & Boston:						
	1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	1873-78	....
	1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
120	Consol. Sinking Fund Mortgage	4,307,000	8	"	"	1882	130	Norfolk and Petersburg:							
	Michigan Southern & North Ind.:							1st Mortgage.....	110,500	7	Jan. & July.	New York.	1875	72	
	1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	98	1st Mortgage.....	303,000	8	"	"	1875	80	
	2d Mortgage.....	2,693,000	7	"	"	1877	92	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
	Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	North Eastern:							
	Mifflin and Centre County:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	79	
	1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
	Milwaukee & Chicago, (40 miles):							North Missouri:							
	2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874</									

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$359,000	8	March & Sept.	Co.'s shops.	1867		1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	
New Loan for \$800,000.....		8			1887		Consolidated Bonds.....	300,000	6	"	"	1895	
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100
Construction bonds.....	124,500	7		"	1877		1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	
Equipment Bonds.....	300,000	8		"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	95
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	
2d Mortgage, W. Div.....	656,000	7	"	"	1874		2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	83	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	
Consolidated Mort. sterling.....	85,420	...		London.	1898		2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	
Oil Creek and Allegheny River:							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897		Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	
Old Colony and Newport:							Placerville and Sacramento:						
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876		1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	
Company Bonds.....	458,000	6	April & Oct.	"	1875		1st Mortgage.....	525,000	10*	"	"	1894	
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	934	Providence, Warren and Bristol:						
Orange, Alexandria & Manassas:						1008	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage.....	50,000	8	June & Dec.	"	1877	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	834	Quincy and Toledo:						
3d Mort. " " "	578,500	8	May & Nov.	Richmond.	1873	731	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	704	Raritan and Delaware Bay:						
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	73	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	
Va. State Loan.....	249,962	6	"	"	1887		2d Mortgage.....	250,000	7	"	"	1888	
Oswego Valley:							Equipment Bonds, convertible..	296,000	7	"	"	1876	
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		Reading and Columbia:						
Oswego and Rome:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916		2d Mortgage.....	350,000	7	June & Dec.	"	1884	
Income.....	200,000	6	Feb. & Aug.	"	1891		Rensselaer and Saratoga:						
Oswego and Syracuse:							1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80		1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1888	
2d Mortgage.....	375,000	7*	"	"	1885		1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	
Pacific of Mo.:							2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880		Richmond and Danville:						
1st New Loan.....	700,000	6*	"	"	'71-'73	90	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	
1st Mort. Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	974	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	74
Panama:							Consolidated, coupon	1,298,000	6	May & Nov.	"	'75-'90	
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870		Consolidated, registered	408,500	6	"	Richmond.	'75-'90	
2d Mortgage, Sterling.....	346,000	7*	"	"	1875		Rich. Frederickburg & Potomac:						
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872		Company Bonds, sterling.....	87,778	6*	Jan. & July.	London.	1875	
Paterson and Newark:							Company Bonds, dollar	172,800	7	"	Richmond.	1875	
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		Richmond and Petersburg:						
Pemberton and Hightstown:							Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	
1st Mortgage endorsed.....	100,000	7	— & —	New York.	1877		Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	
Peninsula (C. & N. W.):							Richmond and York River:						
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	1st Mortgage.....	600,000	8	— & —	New York.	18—	
Pennsylvania:							Roanoke Valley (R. & Dan.):						
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	984	1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	
2d Mort. { " " " }	2,504,000	6	April & Oct.	"	1875	96	Rockford, R. Island & St. Louis:						
2d Mort. { " " " }	2,283,840	6	"	London.	1875		1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910		Rock Island and Peoria:						
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890		1st Mortgage.....	1,384,000	7	— & —	New York.	18—	
Short Bonds and Debentures...	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71		Rome, Watervliet & Ogdensb.:						
Pennsylvania and New York:							1st Mortgage, Sinking Fund...:	571,000	7	June & Dec.	New York.	1891	100
1st Mortgage guaranteed.....	2,697,000	7	— & —	Philadelphia.	18—	904	Sinking Fund (Water & Rome)	757,500	7	March & Sept.	"	1880	
Pensacola and Georgia:							1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		Euclid and Burlington:						
1st Mortgage (Tallahassee R.R.)	200,000	7	"	"	18—		1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140
2d Mortgage.....	255,000	8	"	"	18—		2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
Peoria and Bureau Valley:							Sacramento Valley:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	
Peoria, Pekin and Jacksonville:							2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		St. Joseph and Council Bluffs:						
Perkiomen:							1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—		1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	
Perth Amboy and Woodbridge:							2d Mortgage (" "						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct	Philadelphia.	1890	....
3d Mortgage.....	71,000	7	— & —	" "	1870	...	" " 2d class.....	850,000	7	" " "	" "	1890	....
Seima and Meridian:							" " 3d class.....	154,000	7	Jan. & Jul.	" "	1890	....
1st Mortgage.....	79,875	...	— & —	" "	...	...	" " 4th class.....	1,263,000	7	" " "	" "	1890	....
2d Mortgage.....	52,000	...	— & —	" "	...	...	Virginia and Tennessee:						
3d Mortgage.....	665,000	...	— & —	" "	...	...	1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	....
Seima, Rome and Dalton:							2d Mortgage.....	23,500	6	" " "	" "	1868	64
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	...	3d Mortgage (Enlarged).....	990,000	6	" " "	" "	1884	06
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" "	1864	...	Income Bonds.....	138,500	6	" " "	" "	1865	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	" "	1887	...	Funding Bonds (\$1,000,000).....	736,000	8	" " "	" "	1890	72
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Shenoyogan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	1st Mortgage.....	85,000	7	April & Oct.	New York.	1890	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	...	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	" " "	" "	1876	...	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Shore Line (N. H. & N. L.):							2d Mortgage, registered	562,000	8	April & Oct.	" "	1878	90
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1880	...	West Jersey:						
South Carolina:							Loan of 1883 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Sterling Bonds \$452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	...	Loan of 1896 for \$1,000,000	983,500	6	Jan. & July.	" "	1896	....
Sterling Bonds \$59,931.....	292,366	5*	" " "	Charleston.	'71-'85	...	Western (Boston and Albany).						
Domestic Bonds.....	418,016	6	" " "	" "	'73-'74	...	Sterling Loans, \$899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	97
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	...	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	97
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	...	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
1st Mort. (\$16,000 p.m.) endorsed	...	8	— & —	New York.	1889	...	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	" "	1890	82
South Shore:							2d M. for \$300,000, end. by W. Co.	300,000	6	" " "	" "	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	...	Western Union:						
2d Mort. guar. by Petersburg	300,000	6	" " "	Petersburg.	'70-'75	65	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)	175,000	6	" " "	" "	'65-'68	...	Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	" " "	" "	'70-'72	...	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	...	8	" " "	New York.	'84-'90	...	Wicomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	...	Wilm., Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	...
1st Mortgage.....	430,000	8	various.	Macon.	'75-'85	...	1st Mortgage guar. by State.....	...	8	" " "	" "	1897	75
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	" " "	" "	1886	....
1st Mort. (10-20 yrs) \$20,000 p.m.	...	8	Jan. & July.	New York.	1888	...	1st Mortgage, 3d pref.....	528,000	7	" " "	" "	1886	....
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	....
Sterling Mountain:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	91
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	2d Mortgage.....	25,000	6	Jan. & July.	" "	1871	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	...	3d Mortgage.....	500,000	6	" " "	" "	1877	....
Syracuse, Binghamton and N. Y.:							CANAL BONDS.						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	91
1st Mortgage.....	523,000	6	— & —	Philadelphia.	18—	...	Chesapeake and Ohio:						
Sussex:							State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	— & —	New York.	18—	...	Sterling, guaranteed	4,375,000	5*	" " "	London.	1890	...
Tioga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (E. Div.).....	1,000,000	7	June & Dec.	New York.	1894	84	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	84	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	...	1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	....
Toledo, Wabash and Western:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	88	Erie of Pennsylvania:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	" "	1890	...	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82	Interest Bonds.....	161,960	7	" " "	" "	18—	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	" "	1871	...	Illinois and Michigan:						
Equip't Bonds (T. & W. 75m.)	600,000	7	" " "	" "	1883	79	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	85	Ill. State bonds, sterling, reg...	500,967	6*	" " "	" "	1870	....
Troy and Boston:							Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	...	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	...	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	...	2d Loan.....	5,606,122	6	" " "	" "	1884	81
Troy Union:							3d Loan.....	2,000,000	6	" " "	" "	1897	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	96
2d Mortgage, guaranteed.....	360,000	6	" " "	" "	1878	...	Convertible Loan.....	1,201,850	6	" " "	" "	1877	82
Union Pacific:							Monongahela Navigation:						
1st Mortgage, free.....	25,998,000	6*	Jan. & July.	New York.	'95-'99	83	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage (Gov. subsidy).....	25,998,000	6	" " "	" "	'95-'99	...	2d Mortgage.....	57,000	6	" " "	" "	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	...	2d Mortgage.....	302,750	6	" " "	" "	1876	....
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	" "	1885	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	...	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	" "	'95-'97	...	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Land Grant Mort. for \$500,000	361,000	7	March & Sept.	" "	'71-'76	...	2d Mortgage.....	3,980,670	6	Jan. & July.	" "	1882	63
Income bonds \$10,000 p. m.....	4,275,250	7	June 1, '71	" "	1916	...	Improvement Loan.....	1,601,670	6	May & Nov.	" "	1876	61
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	81	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1886	....
2d Mortgage.....	1,500,000	7	" " "	Boston.	1891	36	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	57
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	" "	'76-'77	101	Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	10
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	" " "	Boston.	1860	...	Wyoming Valley:						
3d Mortgage.....	293,300	7	" " "	New York.	1859	...	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	89

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

En cas de (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.													Value of Shares.																
Property and Assets.				Liabilities.				Operations.			Earnings.																		
Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Net.		Dividends.		Par.		P-c.	
Railroad.		Compaclos.		Freight.		B. M. E.		Engines.		2d Track and Sidings.		Branch Line.		Main Line.		Year ending.		M.		M.		M.		M.		M.		M.	
Oct. 31, 1893	800	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	80.0	502,151	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jan. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Apr. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jul. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Oct. 31, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jan. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Apr. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jul. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Oct. 31, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jan. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Apr. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jul. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Oct. 31, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jan. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Apr. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jul. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Oct. 31, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jan. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Apr. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jul. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Oct. 31, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Jan. 30, 1893	370	3,231,355	821,772	3,231,355	1,350,000	2,245,000	68,519	29,008	37.0	29,008	22,787	2,400,894	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,00					

Ch. No.	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259
---------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.																							
Years ending.	Railroad.			Rolling Stock.			Company.	Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.				
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Pass.	Freight.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P. c.
Dec. 31, 1893	91.0	10.0	0.5	236.0	26	8	Southwest Pacific	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
July 31, 1893	107.5	100.0	0.5	236.0	26	8	Southwestern	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Sept. 30, 1893	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Oct. 31, 1893	107.5	100.0	0.5	236.0	26	8	Southwestern	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Nov. 30, 1893	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Dec. 31, 1893	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Jan. 31, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Feb. 28, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Mar. 31, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Apr. 30, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
May 31, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
June 30, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
July 31, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Aug. 31, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Sept. 30, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Oct. 31, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Nov. 30, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Dec. 31, 1894	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Jan. 31, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Feb. 28, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Mar. 31, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Apr. 30, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
May 31, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
June 30, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
July 31, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Aug. 31, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Sept. 30, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Oct. 31, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Nov. 30, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Dec. 31, 1895	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Jan. 31, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Feb. 28, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Mar. 31, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Apr. 30, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
May 31, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
June 30, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
July 31, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Aug. 31, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Sept. 30, 1896	107.5	100.0	0.5	236.0	26	8	Georgia	5,118,813	208,792	277,634	3,210,000	430,000	386,016	130,224	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100
Oct. 31, 1896	107.5	100.0</																					

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track.	Horse a'v.	Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Value of Shares.	
								Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Market.
Sept. 30, '08	m.	No.	No.	No.									
Nov. 30, '08	7.37	91	12		Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	100	100
Oct. 31, '08	3.25	12	35		Albany st. Freight (B'ton).Mass.		160,000					100	100
Dec. 31, '08	31.00	480	80		Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	100	100
Nov. 30, '08	22.00	401	50		Baltimore City.....Md.	1,747,127	900,000	694,000	40,713	302,566	51,760	100	100
Sept. 30, '08	3.53				Bleecker st. & F.F. (N.Y.C.)N.Y.	110,000	110,000			8,800	1,193	100	100
Sept. 30, '08	10.76	162	40		Boston and Chelsea.....Mass.	277,166	200,000	35,000	20,097	115,172	11,882	100	100
Sept. 30, '08	16.00	791	106		Broadway (Brooklyn).....N.Y.	522,895	2,100,000	1,000,000		664,652	184,914	100	100
Sept. 30, '08	8.00	10	30		Broadway and 7th Avenue: 1st Mortgage.....N.Y.	150,838	99,850	80,000	7,538	24,517	Loss.	100	100
Sept. 30, '08	74.00	1420	291		Brooklyn, Bath & Coney L.N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100
Sept. 30, '08	11.00	201	43		Brooklyn City.....N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	100	100
Sept. 30, '08	6.50	40	12		Brooklyn City & Newtown.....N.Y.	484,600	254,600	300,000	1,487			100	100
Sept. 30, '08	4.28	4	12		Brooklyn, Prosp. P. & Flatb. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	100	100
Sept. 30, '08	15.21	197	53		B'klyn & Rockaway Beach N.Y.	318,909	65,000	186,000	109,500	99,734	17,427	50	50
Sept. 30, '08	7.85				Buffalo street.....N.Y.	264,982	262,200	2,000	5,040	20,508	72	100	100
Nov. 30, '08	28.52	39			Bushwick (Brooklyn).....N.Y.	731,671	727,800	150,000	94	89,058	9.0	100	100
Sept. 30, '08	1.76				Cambridge (Boston).....Mass.	29,758	21,130	6,000		18,845	4,097	10	10
Sept. 30, '08	36.00	561	149		Central City (Syracuse).....N.Y.	1,027,021	1,065,200	626,000	33,044	512,962	18,512	100	100
Dec. 31, '08	9.20	200	37		Cen. P. & N.E.R. (N.Y.C.)N.Y.	179,635	192,750			227,369	95,876	32.1	50
Oct. 31, '08	7.25	200	37		Cincinnati street.....O.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50
Oct. 31, '08	6.50	146	30		Citizens' (10th & 11th st.) (Ph.)Pa.	645,925	500,000	218,000	19,587	121,637	Loss.	100	100
Sept. 30, '08	14.83	236	18		Citizens' (Pittsburg).....Pa.	772,303	1,200,000	700,000		669,174	135,905	100	100
Oct. 31, '08	3.50				City Passenger (Cin.).....O.	42,605	34,815		2,448	8,721	3,443	25	25
Oct. 31, '08	1.63	10	3		Coney Island (Brooklyn).....N.Y.	24,275	26,000	500		10,444	3,732	25	25
Sept. 30, '08	18.00	872	160		Dunkirk and Fredonia.....N.Y.	1,455,161	1,500,000	203,000		804,791	190,391	12.0	100
Dec. 31, '08	8.00	62	9		Easton and S. Easton.....Pa.	152,917	150,000					100	100
Sept. 30, '08	1.74				Eighth Avenue (N.Y. City)N.Y.	27,533	26,170			6,761	2,465	100	100
Sept. 30, '08	15.38	387	50		Fairhaven and Westville.....Conn.	1,041,204	748,000	260,000		341,781	85,664	10.0	100
Oct. 31, '08	16.37	298	40		5th Ward (Syracuse).....N.Y.	762,491	491,750	200,000		299,228	56,713	5.0	50
Sept. 30, '08	3.25	16			Frankford & Southwark (Ph.)Pa.	54,200	42,500	9,000	400	8,653	159	50	50
Oct. 31, '08	34.25	350	51		Genesee & Water st. (Syr.)N.Y.	562,270	112,245	350,000		322,439	88,644	37.4	50
Oct. 31, '08	5.40	125	25		Germantown (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50
Sept. 30, '08	5.50	92	15		Girard College (Phila.).....Pa.	200,000	170,000	30,000		72,870	5,321	100	100
Oct. 31, '08	5.09	224	42		Gr'd st. & Newtown (B'k'n)N.Y.	236,220	160,000	100,000		187,103	22,887	7.5	50
Sept. 30, '08	10.00	122	28		Green and Coates st. (Phila.)Pa.	239,063	113,230	130,000	2,500	63,945	Loss.	100	100
Oct. 31, '08	2.14	18			Greenpoint & Wm'g. (B'k'n)N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.	25	24
Dec. 31, '08	9.00	19			Harl. Br. Morr. & F'dham N.Y.	180,000	180,000					100	100
Oct. 31, '08	13.17	345	78		Hartford & Wethersfield. Conn.	472,687	306,390	165,700	3,292	262,829	40,431	50	50
Dec. 31, '08					Hast. & Mant. & F'mount (Ph.)Pa.							50	50
Sept. 30, '08	2.50				Hoboken and Hudson City N.J.								
Dec. 31, '08	10.47				Hoboken and Weehawken N.J.								
Sept. 30, '08	3.56	28			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			100	100
Oct. 31, '08	5.20	113	21		Jersey City & Bergen Point N.J.								
Nov. 30, '08	4.03	48			Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	34	100
Nov. 30, '08	12.50	201	32		Lombard and South st. (Ph.)Pa.	165,627	90,000	62,500	10,560	70,363	9,702	25	9
Nov. 30, '08	3.60				Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411	100	100
Nov. 30, '08	1.00				Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	100	100
Nov. 30, '08	3.00				Malden and Melrose (B'tn).Mass.	60,246		52,000		24,472			
Nov. 30, '08	5.11	87	6		Marginal Freight (Boston).Mass.	177,624	177,700					100	100
Sept. 30, '08	6.00	13			Medford & Charlestown (B'tn).Mass.	27,500	121,000	6,500		2,240		100	100
Nov. 30, '08	42.96	191	156		Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249	100	100
Nov. 30, '08	7.42	254	47		Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	100	100
Sept. 30, '08	12.20	180	62		Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100
Nov. 30, '08	3.39	17			Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	100	100
Oct. 31, '08	2.16				Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000		95,848	595	100	100
Nov. 30, '08	7.25	73	13		Northampton & Wm'g. Mass.	300,000	300,000			13,894	562	100	100
Dec. 31, '08	17.5	167	28		North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	4,174	808	100	100
Oct. 31, '08	3.51				Oakland & E. Liberty (Phg.)Pa.	105,457	69,500	17,000	43,094	49,929		50	50
Dec. 31, '08	9.17	30	8		Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	50	50
Oct. 31, '08	7.07	271	48		Passenger (Cin.).....O.	100,000	100,000					100	100
Oct. 31, '08	5.89	50	14		Peoples' street (Scranton).....Pa.	110,907	104,028			16,003	Loss.	15	100
Oct. 31, '08	8.50	140	28		Philadelphia City (C. & W.)Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20	50
Oct. 31, '08	8.25	153	28		Philadelphia and Darby.....Pa.	250,419	180,000	89,000		40,374	11,622	4	20
Oct. 31, '08	5.20	80	12		Philadelphia & Gray's Ferry Pa.	293,548	285,307	5,500		87,643	16,274	7	50
Oct. 31, '08	6.88	92	16		Pbg., Allegheny & Manchest. Pa.	143,123	124,000	22,000	16,950	135,266	15,798	7.5	50
Nov. 30, '08	5.69	55	9		Pittsburg and Birmingham Pa.	108,488	82,000	10,000	30,082	70,706	8,481	7.5	50
Oct. 31, '08	8.00	48	12		Portland.....Me.	160,300	160,300		600	45,007	12,809	7	100
Sept. 30, '08	10.50	96	22		Quincy (Boston).....Mass.	77,640	71,600	66,434	57,562			100	100
Nov. 30, '08	7.87	47	15		Ridge Av. & Manayunk (Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.	50	25
Oct. 31, '08	3.98				Rochester and Brighton.....N.Y.	74,000	59,000	15,000		31,490	11,290	100	100
Sept. 30, '08	16.00	597	91		Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	100	100
Oct. 31, '08	33.00	485	76		Schuykill River (Phila.).....Pa.	47,464	60,000					50	10
Oct. 31, '08	5.62	110	17		Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	100	100
Sept. 30, '08	8.37	657	74		2d and 3d street (Phila.).....Pa.	628,843	575,387	109,300		524,611	177,857	111	50
Nov. 30, '08	6.43	265	30		17th and 19th street (Phila.)Pa.	116,918	130,000		37,408	79,754	11,569	50	13
Nov. 30, '08	2.50	13	4		Sixth Avenue (N.Y. City)N.Y.	1,786,977	750,000	250,000		625,341	140,808	10	100
Nov. 30, '08	6.74	20	6		Somerville (Boston).....Mass.	75,000	75,000			4,500	6	100	100
Sept. 30, '08	2.07	20	6		South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	94	100
Sept. 30, '08	4.38	10	3		Stoneham street (Boston).Mass.	39,344	33,000		1,500	10,201	Loss.	100	100
Sept. 30, '08	7.25	200	37		Sub-Urban (Boston).....Mass.	95,000	5,000					100	100
Sept. 30, '08	18.00	1422	187		Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4	100
Oct. 31, '08	8.47	32	5		Syracuse and Onondaga.....N.Y.	31,000	31,000			7,884	2,199	5	100
Oct. 31, '08	12.30	49	21		10th & 11th st. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50
Oct. 31, '08	4.50				Third Avenue (N.Y. City)N.Y.	2,745,277	1,700,000	1,500,000	5,000	1,257,476	274,584	12	100
Oct. 31, '08	8.47	32	5		13th and 15th streets (Phila.)Pa.	72,463	44,700		13,978	16,844	Loss.	100	100
Sept. 30, '08	12.30	49	21		Troy and Albany.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	100	100
Sept. 30, '08	4.50				Troy and Lansingburg.....N.Y.	70,000	70,000					100	100
Sept. 30, '08	15.50	85	20		Troy and Cohoes.....N.Y.	311,879	200,000	30,200	132,265	373,102	Loss.	100	100
Sept. 30, '08	2.50	20	6		Union (Boston).....Mass.	305,828	121,400	200,000	1,200	80,268	14,145	100	10

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic & St. Lawrence* guar.	2,484,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	7	7	...
Berkshire, * guaranteed	600,000	7	7	...
Blossburg and Corning, * guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	...
Buffalo, N. York and Erie, * guar.	950,000	7	7	...
Camden and Atlantic, pref.	600,000	7	7	...
Catawissa, * pref. and guar.	2,200,000	7	7	...
Cayuga and Susquehanna, * guar.	589,110	7	7	...
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	34	...
Central Ohio, preferred.	400,000	7	7	...
Chesapeake, guar.	380,000	6	6	...
Chesapeake, preferred.	2,017,815	7	34	...
Chicago and Alton, pref.	2,425,400	7	10	...
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	144	...
Chicago and Northwestern, pref.	18,159,977	7	108	...
Cleveland and Mahoning, * guar.	2,056,000	7	7	...
Cleveland and Toledo, * t guar.	6,250,000	8	84	...
Cocheco, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	...
Cumberland Valley, 1st pref.	241,900	8	8	...
" 2d pref.	242,000	8	8	...
Delaware, * guaranteed.	594,261	6	6	...
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City, * preferred and guaranteed.	1,984,170	7	7	...
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.), * guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	...
Elmira and Williamsport, * guar.	500,000	5	5	...
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	80	...
Erie, preferred.	8,836,910	7	7	...
Hannibal and St. Joseph, pref.	5,253,836	7	7	...
Harrisburg and Lancaster, * guar.	1,182,550	7	7	...
Housatonic, preferred.	1,180,000	8	4	...
Huntingdon & Broad Top Mountain, preferred.	160,750	7	34	...
Joliet and Chicago, * guar.	1,500,000	7	7	...
Joliet and Northern Indiana, * guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington, * guar.	2,646,100	7	7	...
Little Schuylkill, * guar.	...	...	...	...
Louisville, Cincinnati and Lexington preferred.	848,315	9	9	...
Marietta and Cincinnati, pref.	6,588,135	6	20	...
" 2d pref.	4,051,744	6	20	...
Manchester and Lawrence, * guar.	1,000,000	9	9	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill, * guar.	823,875	10	10	...
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	...
" 2d pref.	1,014,000	7	7	...
Milwaukee and St. Paul, preferred.	8,050,892	7	51	...
Mine Hill and Schuylkill Haven, * guaranteed.	8,775,000	8	8	...
Mount Carbon & Ft. Carbon, * guar.	282,250	12	12	...
New Haven and Northampton, * guar.	1,344,000	2	...	...
New York and Harlem, pref.	1,500,000	8	8	...
Niagara Br. and Canandaigua, * guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,087,000	8	8	...
Ohio and Mississippi, pref.	3,500,000	7	7	...
Paterson and Hudson, * guar.	630,000	8	70	...
Paterson and Ramapo, * guar.	248,000	5	...	...
Peoria and Bureau Valley, * guar.	1,200,000	6	...	...
Philadelphia and Erie, * guar.	5,998,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...
Philadelphia and Trenton, * t guar.	1,099,120	10	...	...
Pittsfield and North Adams, * guar.	450,000	6	6	...
Port & Kenebec (Yarmouth) guar.	202,400	6	6	...
Portland, Sag. & Portsmouth, * guar.	1,500,000	6	6	...
Portsmouth and Concord, * guar.	350,000	7	7	...
Richmond, Fredericksburg & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley, * guar.	557,560	7	7	...
Rutland, preferred.	...	7	7	...
St. Louis, Alton and T. H., pref.	2,040,000	7	50	...
Sandusky and Cincinnati, pref.	445,596	6	34	...
Schuylkill Valley, * guar.	578,050	5	5	...
Shamokin Valley & Pottsville, * guar.	889,450	5	5	...
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...
" (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	...
Troy and Greenbush, * guar.	274,000	7	7	...
Vermont and Canada, * guar.	2,500,000	8	8	...
Warren, * guar.	1,408,300	7	7	...
White Mountains, * guar.	200,000	5	5	...
Wrightsv. York & Gettysburg, * pref.	317,050	2	...	...

CAVAL STOCKS:				
Delaware Division, * guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	61	...
Schuylkill Navigation, pref.	2,888,997	6	38	...
Union, preferred.	...	6	...	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	27	...
Mariposa Mining, pref.	5,774,400	7	18	...

WHOLESALE PRICE CURRENT.

IRON—DURY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 8 cents per lb.	
Pig, Scotch, No. 1.....	per ton 38 @ 42
Pig, American, No. 1 (good to best).....	40 @ 41
Pig, American, No. 2.....	38 @ 39
Pig, American, Forge.....	36 @ 37
Bar, Refined, English and American.....	85 @ 87 50
Bar, Sweden, assorted sizes.....	(gold) 82 50 @ 87 50
STORE PRICES:	
Bar, Sweden, ordinary sizes.....	110 @ 140
Bar, English and American, Refined.....	95 @ 1
Bar, English and American, Common.....	87 50 @ 90
Scroll.....	120 @ 130
Ovals and Half-round.....	120 @ 145
Band.....	120 @
Horse Shoe.....	120 @
Rods, 1½ to 3 inch.....	100 @ 155
Hoop.....	125 @ 180
Nail Rod.....	per lb. 84 @ 94
Sheet, Russia, assorted No.'s.....	(gold) 11 @ 12
Sheet, Single D. and T. Common.....	54 @ 7
Rails, English.....	(gold) per ton. 56 50
Rails, American.....	74 @ 76
Anvils, Eagle.....	per lb. 94 @
STEEL—DURY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality) per lb.....	18 @ 22
English Spring (2d and 1st quality).....	9 @ 11½
English Blister (2d and 1st quality).....	11½ @ 19
English Machinery.....	12½ @ 15
English German (2d and 1st quality).....	14 @ 16
American Blister "Black Diamond".....	10½ @ 16
American, Cast, Tool, do.....	19 @
American, Spring, do.....	10 @ 13
American Machinery do.....	10 @ 13
American German do.....	10 @ 13
COPPER—DURY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.	
Sheathing, New.....	per lb. 32 @
Bolts.....	33 @ 35
Braziers.....	33 @ 35
Nails.....	38 @ 40
Sheathing, etc., Old.....	20 @ 21
Sheathing, Yellow Metal.....	20 @ 21
Bolts, Yellow Metal.....	21 @ 27
American Ingot.....	21½ @ 22½
TIN—DURY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca.....	(gold) per lb. 38½ @
Straits.....	(gold) 32½ @ 32½
English.....	(gold) 31½ @ 32
GLASS—DURY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpollished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.	
PETROLEUM—DURY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.....	17 @
Crude, 40 @ 47 gravity (in shipping order).....	22½ @
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	31 @
Refined, Standard White (in ship's order).....	32 @
Refined, prime White (in shipping order).....	33 @
Refined, S. W. (in merchantable order).....	32 @
Naphtha, Refined, (60 @ 63 gravity).....	104 @ 104½
Residuum.....	per bbl. 5 50 @
GLASS—DURY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpollished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.	
AMERICAN WINDOW—1st, 2d, 3d & 4th qualities. New List.	
6 by 8 to 7 by 10.....	per 50 feet. 7 75 @ 6
8 by 10 to 10 by 15.....	8 25 @ 6 50
11 by 14 to 12 by 18.....	9 75 @ 7
14 by 16 to 16 by 24.....	10 50 @ 7 50
18 by 22 to 18 by 30.....	12 25 @ 8
20 by 30 to 24 by 30.....	15 @ 9
24 by 31 to 24 by 36.....	16 50 @ 10
25 by 36 to 30 by 44.....	17 50 @ 12 50
30 by 46 to 32 by 48.....	20 @ 13 50
32 by 50 to 32 by 56.....	22 @ 14 50
Above.....	25 @ 16
(The above subject to a discount of 50@55 per cent.)	
French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)	
6 by 8 to 8 by 10.....	per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15.....	9 @ 6 75
11 by 14 to 12 by 18.....	10 @ 7 50
13 by 18 to 16 by 24.....	11 @ 8
18 by 22 to 18 by 30.....	13 50 @ 9
20 by 30 to 24 by 30.....	16 50 @ 10
24 by 32 to 24 by 36.....	18 @ 12
25 by 36 to 26 by 40.....	20 @ 13
28 by 40 to 30 by 48.....	22 @ 16
30 by 50 to 32 by 56.....	24 @ 20
32 by 58 to 34 by 60.....	27 @ 23
(Subject to a discount of 50@55 per cent.)	
English sells at 40@50 per cent. off the above rates.	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	Th.30.F.I.	Sat.2.	M.4.	Tu.5.	W.6.
Canton Co.....	54	53	.....	.....	52
Central of N. Jersey.....	100	100	99	100	100
Chicago & Alton.....	145	143	146	141	145
.. pref.....	144	.....	.....	.....	.....
.. 1 M.....	.....	.....	100	100	.....
.. S. F.....	.....	.....	.....	.....	.....
.. Inc. bds.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q.....	165	.....	165	.....	165
.. 8s, 1883.....	.....	108	.....	.....	.....
Chl. & Gt. Eastern 1st m.....	.....	.....	.....	.....	.....
Chic. & Northwestern.....	70	69	71	72	73
.. pref.....	84	83	84	85	85
.. 1st M.....	88	88	88	.....	88
.. Interest.....	.....	.....	.....	.....	.....
.. S. F.....	.....	.....	.....	92	.....
.. Consol.....	.....	88	.....	.....	90
Chic. Rock Isl. & Pac.....	106	108	106	105	106
Chicago & R. I. 7s, 1870.....	.....	.....	.....	.....	.....
Chl. R. I. & Pa. 7s, 1896.....	92	92	92	92	92
Clev., Col. C. and Ind. 74.....	73	74	74	73	74
Clev. and Pittsburgh.....	94	91	91	92	94
.. 2 M.....	.....	.....	.....	.....	.....
.. 3 M.....	.....	.....	.....	.....	.....
.. 4 M.....	.....	.....	.....	73	.....
.. Con.....	.....	.....	.....	.....	.....
Clev. and Toledo.....	.....	.....	.....	.....	.....
.. S. F. 7s.....	25	26	26	26	.....
Col., Chi., & Ind. C.....	25	26	26	26	.....
.. 1 M.....	80	77	77	77	77
.. 2 M.....	.....	.....	.....	.....	.....
Cumberland Coal pref.....	27	.....	.....	27	27
Del. & Hudson Canal.....	120	121	.....	124	.....
Del., Lack. & Western.....	110	.....	.....	109	109
.. 1 M.....	.....	.....	.....	97	.....
.. 2 M.....	.....	.....	.....	.....	.....
Erie Railway.....	31	34	33	32	33
.. pref.....	55	59	59	59	57
.. 1 M.....	1897	.....	.....	.....	96
.. 2 M.....	1879	.....	.....	94	.....
.. 3 M.....	1883	.....	.....	.....	85
.. 4 M.....	1880	.....	.....	.....	.....
.. 5 M.....	1888	77	.....	.....	.....
Great Western 2d mort.....	.....	80	80	.....	.....
Hannibal & St. Joseph.....	107	110	109	110	106
.. pref.....	111	.....	109	.....	.....
Hudson River.....	155	161	165	163	161
.. 1 M.....	1869	.....	.....	99	.....
.. 2 M.....	S. F. 102	.....	.....	.....	.....
.. 3 M.....	1875	.....	.....	.....	.....
Illinois Central.....	.....	137	134	.....	.....
.. bonds.....	.....	.....	.....	.....	.....
Lake Shore & Mich. S. Th. 82½.....	83	81	82	86	86
.. Div. bonds.....	.....	.....	.....	.....	.....
Marietta & Cin. 1st pref.....	.....	.....	.....	20	.....
.. 2d pref.....	.....	.....	.....	.....	.....
Michigan Central.....	118	120	120	120	120
.. S. F. 8s, 1882.....	.....	.....	.....	.....	.....
.. conv. 8s, '69.....	.....	.....	.....	.....	.....
M. S. and N. I.....	.....	.....	.....	.....	.....
.. 1 M.....	S. F. 98	98	.....	.....	.....
.. 2 M.....	.....	92	.....	.....	.....
Mariposa Mining Co.....	9	16	18	18	18
.. Tr. 10s cts.....	.....	.....	.....	45	.....
Milw. and St. Paul.....	68	69	69	67	69
.. pref.....	80	81	81	82	82
.. 1st mort.....	90	.....	.....	.....	.....
.. 2d mort.....	.....	.....	100	100	100
.. 8s.....	.....	.....	.....	.....	.....
.. 7-10s con.....	.....	.....	.....	.....	.....
Missouri 6s.....	86	86	86	86	86
.. H. & St. J. Iss. 89.....	.....	.....	.....	.....	89
Morris and Essex.....	.....	87	.....	.....	87
.. 1st mort.....	99	99	.....	.....	.....
.. 2d mort.....	90	90	90	.....	.....
New York Central.....	169	173	177	179	177
.. 7s, S. F. 1876.....	.....	.....	.....	.....	.....
.. 7s, conv. '76.....	.....	.....	.....	.....	.....
.. 6s, S. F. 1883.....	90	.....	90	.....	.....
.. 6s, S. F. 1887.....	90	.....	91	.....	.....
N. York and Harlem.....	125	135	133	134	132
.. pref.....	.....	.....	.....	99	.....
.. 1 M.....	1873	.....	.....	49	47
N. Carolina 6s.....	50	50	50	50	47
.. new.....	41	45	44	43	41
.. special tax.....	43	48	46	46	44
Ohio and Miss.....	26	27	27	27	27
.. pref.....	.....	.....	.....	.....	.....
.. 1st M.....	.....	.....	.....	65	68
Pacific Mail S. S. Co.....	63	63	61	63	65
Panama.....	.....	.....	.....	240	.....
Phila. and Reading.....	93	93	93	94	97
Pitta., Ft. W. & Chi. gtd. 82	84	84	84	85	85
.. 1 M.....	.....	.....	.....	.....	.....
.. 2 M.....	.....	.....	.....	95	.....
.. 3 M.....	.....	.....	.....	.....	.....
.. Equip. 8s.....	.....	.....	.....	.....	.....
Quicksilver Mining Co.....	12	13	.....	13	13
St. L., Alton & T. H.....	30	.....	.....	.....	56
.. pref.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....	.....
.. 2 M.....	.....	.....	.....	75	.....
.. Income bds.....	.....	.....	.....	75	.....
Tennessee 6s.....	60	61	63	62	62
.. new.....	54	52	52	52	52
Tol., Wab. & Western.....	54	69	66	59	58
.. pref.....	169	69	78	.....	76
.. 1 M.....	ex.....	.....	.....	83	.....
.. 2 M.....	84	83	.....	83	82
.. Equipment.....	.....	.....	.....	.....	.....
Virginia 6s, ex-coupon.....	.....	.....	50	.....	.....
.. new.....	60	60	61	52	62

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

Th.30.F.1. Sat.2. M.4. Tu.5. W.6

FEDERAL STOCKS:	Th.30.F.1.	Sat.2.	M.4.	Tu.5.	W.6
U. S. 5s, 1871, reg.	124	124	124	124	124
U. S. 5s, 1871, coup.	124	124	124	124	124
U. S. 5s, 1874, reg.	114	114	114	114	114
U. S. 5s, 1874, coup.	109	108	108	108	108
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 10-40s, reg.	119	119	119	119	119
U. S. 5s, 1881, reg.	119	119	119	119	119
U. S. 5s, 1881, coup.	119	119	119	119	119
U. S. 5s, '81, O. W. L. y.	119	119	119	119	119
U. S. 5s, 1881, .. 4 y.	119	119	119	119	119
U. S. 5s, 5-20s, reg. '62	117	117	117	117	117
U. S. 5s, 5-20s, c. 1862	120	119	119	119	119
U. S. 5s, 5-20s, reg. '64	115	115	115	115	115
U. S. 5s, 5-20s, c. 1864, 118	119	119	119	119	119
U. S. 5s, 5-20s, reg. '65	119	119	119	119	119
U. S. 5s, 5-20s, c. 1865, 118	119	119	119	119	119
U. S. 5s, 5-20s, r. n. '65	117	117	117	117	117
U. S. 5s, 5-20s, c. n. '65, 117	117	117	117	117	117
U. S. 5s, 5-20s, reg. '67	117	117	117	117	117
U. S. 5s, 5-20s, c. 1867, 117	118	117	117	117	117
U. S. 5s, 5-20s, reg. '68	117	117	117	117	117
U. S. 5s, 5-20s, c. '68	117	117	117	117	117
U. S. 5s, Pac. R. R. Issue 106	108	108	107	108	108

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

W.29.Th.30.F.1. Sat.2. M.4. Tu.5

Catawissa	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
.. preferred	36	36	36	36	36	36
Camden and Amboy	120	120	120	120	120	120
.. 6s, 1870	120	120	120	120	120	120
.. 6s, 1875	120	120	120	120	120	120
.. 6s, 1883	120	120	120	120	120	120
.. 6s, 1889	120	120	120	120	120	120
.. mort. 6s, '89	82	82	82	82	82	82
Kimira & Williamsport	95	95	95	95	95	95
.. pref.	39	39	39	39	39	39
.. 7s	35	35	35	35	35	35
Lehigh Navigation	35	35	35	35	35	35
.. 6s, 1884	80	80	80	80	80	80
.. Gold L.	96	96	96	96	96	96
.. R. R. L.	87	87	87	87	87	87
Lehigh Valley R. R.	56	56	56	56	56	56
.. 6s new coup	93	94	94	94	94	94
.. 6s new reg.	95	95	95	95	95	95
Little Schuylkill R. R.	52	52	52	52	52	52
.. 7s	52	52	52	52	52	52
Minehill	53	52	52	52	52	52
Morris Canal	61	61	61	61	61	61
.. pref.	61	61	61	61	61	61
.. 6s, 1870	36	36	36	36	36	36
North Pennsylvania	36	36	36	36	36	36
.. 6s, 1880	87	87	87	87	87	87
.. 7s	88	88	88	88	88	88
.. 10s, 1887	48	48	48	48	48	48
Northern Central	55	55	55	55	55	55
Pennsylvania R. R.	55	55	55	55	55	55
.. 1st M.	95	95	95	95	95	95
.. 2d M.	94	94	94	94	94	94
Penn. State, 6s, 1st series	103	103	103	103	103	103
.. 6s, 2d series	106	106	106	106	106	106
.. 6s, 3d series	107	107	107	107	107	107
.. 6s, W. L.	100	100	100	100	100	100
Philadelphia City, 6s	97	97	97	97	97	97
.. new	100	100	100	100	100	100
Philad. Germ. & Nor.	45	45	45	45	45	45
Phila. & Reading	45	45	45	45	45	45
.. 7s, 1893	26	26	26	26	26	26
Philadelphia and Erie	27	27	27	27	27	27
.. 7s	83	83	83	83	83	83
Schuylkill Navigation	95	95	95	95	95	95
.. pref.	95	95	95	95	95	95
.. 6s, 1882	95	95	95	95	95	95
.. 6s, 1870	95	95	95	95	95	95
.. 6s, 1872	95	95	95	95	95	95
Susq. Canal	12	12	12	12	12	12
.. 6s, 1878	12	12	12	12	12	12
Union Canal, pref.	12	12	12	12	12	12
.. 6s, 1878	12	12	12	12	12	12
Hestonville, (Horse)	12	12	12	12	12	12
Chestnut & Wal.	12	12	12	12	12	12
Green & Coates	12	12	12	12	12	12
2d and 3d streets	12	12	12	12	12	12
Spruce and Pine	12	12	12	12	12	12
15th and 16th sts.	12	12	12	12	12	12

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

W.29.Th.30.F.1. Sat.2. M.4. Tu.5

Baltimore City 6s, 1875	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
.. 1880	95	95	95	95	95	95
.. 1890	95	95	95	95	95	95
.. 1893	120	120	120	120	120	120
Balt and Ohio	120	120	120	120	120	120
.. bonds, 1875	93	93	93	93	93	93
.. 1880	93	93	93	93	93	93
.. 1885	93	93	93	93	93	93
Marietta & Cin. 1st M.	86	86	86	86	86	86
.. 2d M.	86	86	86	86	86	86
Northern Central	48	48	48	48	48	48
.. bonds, 1885	87	87	87	87	87	87
.. 1900	87	87	87	87	87	87
N. W. Va. 1st mort.	19	19	19	19	19	19
.. 2d mort.	19	19	19	19	19	19
.. 3d mort.	19	19	19	19	19	19
City Passenger R. R.	19	19	19	19	19	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

Th.30.F.1. Sat.2. M.4. Tu.5. W.6

Boston and Albany	Th.30.F.1.	Sat.2.	M.4.	Tu.5.	W.6
Boston and Lowell	144	143	143	143	143
Boston and Maine	141	140	140	140	140
Boston and Providence	136	136	136	136	136
Boston, Hartford & Erie	17	17	17	17	17
.. 7s, new	82	82	82	82	82
Cheshire, pref.	83	84	84	84	84
Concord	75	75	75	75	75
Connecticut River	127	127	127	127	127
Eastern	114	114	114	114	114
Fitchburg	132	132	132	132	132
Manchester & Lawr'ce	121	121	121	121	121
Michigan Central	108	108	108	108	108
Northern, N. H.	108	108	108	108	108
Ogdens & Lake Champ	67	67	67	67	67
.. pref.	105	105	105	105	105
Old Colony & Newport	97	97	97	97	97
Ph. Wil. & Baltimore	51	52	52	52	52
Port'd, Saco & Ports.	100	100	100	100	100
Vermont & Canada	100	100	100	100	100
Vermont & Mass.	65	65	65	65	65
Broadway (Horse)	96	96	96	96	96
Cambridge	96	96	96	96	96
Metropolitan	96	96	96	96	96
Middlesex	96	96	96	96	96
Central Mining Co.	96	96	96	96	96
Copper Falls	96	96	96	96	96
Franklin	96	96	96	96	96
Huron	96	96	96	96	96
Isle Royale	96	96	96	96	96
National	96	96	96	96	96
Minnesota	96	96	96	96	96
Powabie	96	96	96	96	96
Pittsburg	96	96	96	96	96
Quincy	96	96	96	96	96

London Stock Exchange.

Closing Prices.

Sept. 17. Sept. 10.

Atl. & Gt. West. N. Y. sec. 7 per ct.	Sept. 17.	Sept. 10.
1st mort., 1880	62	62
Do. do, 2d mort., 1881	55	55
Do. Penn., 1st mort., 1877	62	62
Do. do, 2d mort., 1882	55	55
Do. Consol. 7 per cent. mort. 1890	27	27
Detroit and Milwaukee 1st mort. 7s	61	61
Do. 2d mort. 8 p. c.	62	62
Erie shares 100 dol. all paid	27	27
Do. sterig. 6 p. c. convertible bonds	64	64
Do. 3d mort. 7 p. c. 1883	55	55
Illinois Central, 6 per cent., 1875	101	101
Do. Redemption mort. bonds 6 p. c. 101	103	103
Do. 7 per cent., 1875	75	75
Do. 100 dol. shares, all paid	94	94
Marietta and Cin. R. R. bonds 7 p. c.	72	72
New York Central, 100 dol. shares	95	95
Panama General mort. 7s, 1897	107	107
Penn. R. R. bonds, 2d mort. 6 per ct.	96	96
Do. General mort. 6 p. c. 1910	86	86
Philadelphia and Erie 1st mort. 1881	87	87
Do. with option to be paid in Phila.	87	87

American Railroad Journal.

Saturday, October 9, 1899.

Stock Exchange and Money Market.

There has been much less activity in business in all branches, since our last, particularly at the Stock Board, and in the Gold line. Speculation has not thus far fully recovered from the very depressing influence of the explosion at the Gold Exchange on the 25th ult. There have been some further failures of importance announced, as the result of the fearful break down in market values in the financial line, and many houses have been very seriously embarrassed which have not been absolutely obliged to suspend payments, even temporarily. The settlements of the late enormous Gold operations have been progressing very tardily. There have been several injunctions issued, and extensive litigation of disputed claims has been threatened. Meanwhile, money has been accumulating at this point, chiefly in the form of balances, in quest of safe temporary employment, and the city banks report a general increase of their resources, including an addition of over 4½ millions to their legal tender reserve; over 2½ millions to their deposits, and nearly two millions to their specie hoard, while they have reduced their loan and discount averages about 8¼ millions. The U. S. Sub-Treasury also added con-

siderably to its coin and currency balances, particularly the latter, which stood on Wednesday morning of the current week at over seven millions. On the 1st inst., the currency reserve of the Treasury Department at all points was a little over 6½ millions, and the coin balance nearly 109 millions, of which latter amount nearly 24½ millions were represented by outstanding coin certificates. The demand for money has been less urgent from all sources, and rates have favored responsible borrowers, closing at 6@7, generally 7 per cent. on call to the leading street houses, and 8@10 per cent. per annum, on the best business paper, of short date. On Wednesday, the offerings of money were quite liberal, and the prevailing street rates were 6@7 per cent. currency.

The specie reserve of the city banks according to the latest return is \$15,902,849, against \$11,757,336 same time last year. The city bank deposits are now \$183,124,508, against \$194,919,177 week ending Sept. 26, 1888. The legal tender reserve amounts to \$54,209,088, against \$60,240,447 same time last year. The circulation now stands at \$34,169,409, against \$24,154,806 same time last year. The loans are now \$255,239,649, against \$269,533,868 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$182,148,962 a day, against a daily average of \$164,879,069 the preceding week, and \$110,403,298 the week ending with Sept. 18, 1889. The current week's exchanges average about \$113,000,000 a day. The city banks, last week, reported an increase of \$1,984,368 of specie, \$2,893,715 of deposits, and of \$4,184,007 of legal tender notes. They reduced their loans, \$8,202,179; and increased their circulation, \$173,328.

The city bank exchanges on Wednesday were \$98,398,973.

On Tuesday of the current week, the annual election of officers of the New York Bank Clearing House Association was held, and the report of the Manager for the past year, was presented. According to the report, the total transactions of the Clearing House for the past year amounted to \$38,527,347,294 42; the total transactions since its organization (sixteen years) amounts to \$256,027,558,962 70; the average transactions per day, during the past year were \$125,088,789 91, being \$27,910,917 65 more than the average of any preceding year. The total exchanges for the year were \$8,689,882,072 46 larger than any preceding year. The total capital represented by the Association is \$82,720,000, of which \$71,635,000 is represented by national banks, and \$11,085,000 by State banks.

National Bank notes to the amount of \$202,935 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$318,215,961, against \$282,555,440 at the close of the fiscal year ending June 30, 1886. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,397,246, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,818,715. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,500,000; and for the public deposits, \$19,518,000—

making a total of \$862,018,000. The Treasury Department last week redeemed and destroyed \$176,950 of worn and mutilated fractional currency, and issued \$898,287 of new. The outstanding amount of fractional currency on the 1st of Oct., was \$33,001,298 50, against \$30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 2, were \$8,222,914 in coin, including \$2,687,000 from customs duties, and \$10,041,758 in currency; payments, \$6,649,938 in coin, including \$517,581 of coin interest, and \$7,820,521 in currency; balance at the close of the week, \$91,989,034, including \$82,231,676 of coin, and \$5,874,285 of currency, against \$89,459,979 at the close of the preceding week, showing an increase of \$2,529,055. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$769,750 of coin, including \$304,948 from customs, and \$1,664,129 of currency; and payments, \$1,129,228 in coin, including \$29,000 of coin interest and \$477,814 in currency. On Tuesday, receipts, \$932,395 in coin, including \$509,600 from customs, and \$170,065 in currency; and payments \$215,372 in coin, including \$33,763 of coin interest and \$227,679 in currency. The balance at the close of business on Tuesday stood at \$89,729,337, (including \$7,002,986 of currency, and \$82,689,421 of coin,) against \$89,110,833 a week previous; and \$89,700,442 on Sept. 21, 1869. The aggregate receipts of the office in Sept. were \$63,725,058, including \$12,504,326 from customs; aggregate payments, \$57,424,305, including \$4,358,339 of coin interest.

The customs revenue of the port of Boston, last week, was \$459,328. The cash balance of the Boston Sub-Treasury on Saturday, was \$3,388,678, including \$2,730,465 of coin.

The outstanding amount of coin certificates on the 1st of Oct. was \$24,412,720, against \$23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired \$2,256,299 of coin certificates through the receipts for customs.

Government revenues have been on a moderate scale since our last. The excises yielded about four millions; customs at the port of New York, \$2,687,000, and at the outports about \$875,000 (in coin) more, making the grand total income for the week equal to about \$8,631,600 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 50 millions.

Gold has been more regularly, though not very extensively dealt in, and the range of the price has been from 128¾@132, leaving off on Wednesday at 130¼. The Gold Exchange Bank, had not been released from the control of the receiver up to that day, though it was announced in the interest of the institution that it had completed its account of its obligations and assets; and that it was in a position to satisfactorily liquidate all outstanding claims. The Gold Board business has been seriously interfered with, by the daily discussions of the members in executive session, of issues growing out of the late formidable operations. The speculative inquiry for Gold has been on a greatly reduced scale. The customs demand has been moderate. The export drain has not been equal to the import movement. On Monday, the *City of Brooklyn* steamship delivered here \$1,170,000 in specie. The total exports of

specie from this port, last week, amounted to only \$262,106. On Tuesday of the present week, the *Westphalia* took out \$220,000 in specie. On that day Government disposed of a million of gold at from 129.70@130.9 32. The bids reached \$5,750,000. On Wednesday, the *China* delivered here equal to \$820,000 in specie from Liverpool.

The coin balances of the Government at this port on Wednesday morning, amounted to a little over 82½ millions.

The customs of the port on Wednesday yielded \$414,000. The U. S. Sub-Treasury disbursed \$30,783 of coin interest, on that day.

The customs demand for Gold last week, averaged \$447,833 a day; thus far, this week, it has averaged \$407,273 a day, or equal to a weekly aggregate of \$2,443,638. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$111,006, and since Jan. 1, \$11,202,442, against \$5,772,969 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$103,119,535, against \$92,848,867 same time in 1868. At San Francisco, from Jan. 1, to Sept. 25, 1869, \$6,116,881, against \$6,344,035 same time last year.

The exports of specie, from this port, last week, were \$262,106, against \$238,123 same week last year; total, since Jan. 1, 1869, \$26,923,036, against \$66,886,537 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$517,581, and since Jan. 1, 1869, \$69,315,243, against \$63,630,013 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sept. 24, 1869, were \$28,946,430, against \$28,613,004 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 50½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$4,180,757.

There has been a livelier inquiry for foreign exchange, which has been offered less freely, and has been quoted decidedly firmer in price, closing buoyantly. Bankers' prime sixty day bills on London closed on Wednesday at 109@109¾, and on Paris to 5.18¾@5.17½; sight bills on London to 109½@109¾, and on Paris to 5.16¼c@5.15. The offering of produce bills has been very extensive this week. The week's exports of domestic produce have been to the currency value of \$5,011,442, making the total since Jan. 1, 1869, \$146,691,726, against \$126,054,048 same time last year.

Government securities have been in more request, with less violent fluctuations in values. The offerings of bonds have been on a comparatively liberal scale, largely on foreign account. The investment demand has been stimulated by the reduced prices, which have resulted from the depressing influence of derangements in business, caused by the wild Gold speculative operations of the week before last. The last exhibit of the Public Debt was quite favorable, having shown a further liquidation, for September, of \$7,467,429, making the aggregate decrease of the national indebtedness, since March 1, \$56,968,188, or over eight millions a month. The aggregate of the coin bearing debt is now \$2,107,936,800; on the

1st of March last, it was \$2,107,854,050. The aggregate of the currency bearing portion of the debt is now \$125,725,320, against \$125,077,000 on March 1st. The debt bearing no interest is now \$413,528,662, against \$421,578,180 on March 1st. In making up the account of the funded debt on the 1st inst., the bonds purchased by the Department, since March 1, amounting to over 51 millions, were not deducted from the recognized obligations of the Government. Of the amount, \$16,125,159 were bought in on account of the Sinking Fund, and \$34,625,963 to await the action of Congress. On Wednesday, Government bought in two millions of U. S. 5-20s at from 115.55@116.17, out of an aggregate offering of \$9,714,750.

U. S. sixes of 1881 closed here on Wednesday at 119@119¾; U. S. Five-twenties of 1862, ex-coupon, 119¾@119¾; U. S. Five-twenties of 1864 at 118¾@119¼; U. S. Five-twenties of 1865 at 119@119¾; U. S. Five-twenties of 1865, consolidated, 117¾@117¾; U. S. Five-twenties of 1867, 117¾@117¾; U. S. Five-twenties of 1868, 117½@117¾; U. S. Ten-forties at 108¾@108¾, ex-interest; U. S. Six per cent. currency bonds, 107¾@108¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 22.	Sept. 29.	Oct. 6.
Consols	92¾	93	93½
U. S. 5-20's of 1862...	83½	84	84½
U. S. 5-20s, 1865	82½	83½	84
" 1867.....	81¼	82¼	82¾
" 10-40s	75	75½	76½
Erie	26¼	22¾	....
Ill. Central.....	94¼	....	....
At. and Gt. West....	28	....	....

Railway and miscellaneous share property has rallied sharply in price, since our last, on a more confident demand for all substantial securities. There have been frequent fluctuations, however, and the market has shown more or less hesitancy from day to day. The easing up in money has tended to strengthen values materially. On Wednesday, the general market closed heavily and irregularly.

A moderate business has been transacted in most kinds of domestic produce, which closed generally with increasing firmness. Middling upland cotton closed about steadily on Wednesday at 27¾ cts. per lb. The stock of cotton now here is given at about 4,750 bales. The receipts at the port this week, have averaged about 1,300 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 151,000 bales, against 105,000 bales in 1868-'9; exports, same time 21,000 bales, against 19,500 bales same time in 1868-'9; stock on hand at latest dates, 87,500 bales, against 78,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,871 pkgs., against 16,312 pkgs., same time last year. From Boston, 6,241 pkgs., against 7,183 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in more demand, at from 9@16¼c. per lb.; week's receipts, 6,720. Milch cows very dull, at \$40@\$110 each, receipts, 80. Veal calves in fair request at from 7@12¼c. per lb.; receipts, 1,592. Sheep and lambs in moderate demand at from 4@7c., and 7¼@9c. per lb.; receipts, 31,875. Swine in better request at 9¾@10¼c. per lb., a live weight; receipts, 18,571.

The week's dry goods imports were valued at \$1,680,538, and of general merchandise, \$3,702,066, making an aggregate for the week of \$5,383,204 specie value, against \$6,733,633 same week last year. A pretty fair trade has been reported in the leading articles, at in the main, well supported prices, though Sugars have yielded a fraction, on freer offerings.

The ocean freight market has been rather brisker, since our last, and rates have been quoted stronger. For Liverpool we quote flour at 2s. 3d. by sail, and 2s. 6d. @ 2s. 9d. by steamer, per bbl., grain at 9½d. by sail, and 10½d. @ 10½d. by steamer, per bushel; cotton at 5½d. @ 5½d. by sail, and ½d. by steamer, per lb.; and heavy goods 20s. @ 35s. by sail, and 30s. @ 50s. by steamer, per ton. Total number of vessels import on Wednesday, 428.

The New York exports, exclusive of specie, for the week ending Oct. 5, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$3,072,568	\$5,011,442
Prev. reported	122,981,480	141,680,284

Since January 1.....\$126,054,048 \$146,691,726

The imports for the week ending October 2, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$2,403,015	\$1,680,538
Gen. merchandise	4,330,618	3,702,666

Total for the week.....\$6,733,633 \$5,383,204
Previously reported...186,894,124 231,029,525

Since January 1.....\$193,627,757 \$236,412,729

The balance in the Sub-Treasury on Wednesday was \$91,439,232 47.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, 65; California 7s, 128; Louisiana 6s, 65; do., 6s, Levee bonds, 60; do., 8s, Levee bonds, 83; Illinois coupon bonds, 1879, 101; Alabama 8s, 91; Georgia 7s, 91; Brooklyn 6s, Water Loan, 92; do., Park Loan, 90; Kings County 6s, 91½; Central Pacific 6s, 92½; New Jersey Central 1st mort., 97; do., 2d mort., 99; Dubuque and Sioux City, 108; do., 1st mort., 90; Pacific R. R. 7s, guar. by Missouri, 90; St. Louis and Iron Mountain 1st mort., 82; N. Y. Central 6s, Real Estate, 88; N. Y. and New Haven, 135; do., 6s, 96; Hannibal and St. Joseph conv. bonds, 102; New Jersey R. R., 117½; Pennsylvania Coal, 220; American Coal, 40; Western Union Telegraph, 36; Adams Exp. Co., 54½; Wells-Fargo Exp., 23; Am. Mer. Union Exp., 32½; U. S. Exp., 54; Central Petroleum, 0.55; Davidson Copper, 0.04; Grass Valley gold, 0.25; Quartz Hill gold, 1.00; Smith and Parmelee gold, 1.85; United States petroleum, 0.13.

Philadelphia.—Oil Creek and Allegheny River R. R., 88; Philadelphia and Trenton R. R., 115; West Philadelphia R. R., 61; Belvidere Delaware 3d mort., 78; Penna. and N. Y. Central 7s, 90½; Morris Canal scrip, 64½; Lehigh Nav. Conv. Loan, 82; Camden and Amboy scrip, 65; Pennsylvania State coupon 5s, 94; Big Mt. Coal, 8. The latest quotations are: City 6s, 97½; do., free of tax, 100½ @ 100½; State 5s, coupon, 93 @ 93; do., reg., 93½ @ —; do., 6s, W. L., 100½ @

101; do., 1st series, 102 @ 102½; do., 2d series, 106 @ 107; do., 3d series, 107 @ 109; Reading, 48½ @ 48½; do., 7s, 1893, 101 @ —; do., 6s, 1880, 88 @ 89; Camden and Amboy, 120½ @ 121½; do., mort. 6s, 1889, 95 @ 95½; do., 1883, 58 @ 84½; Penn. R. R., 56½ @ 56½; do., 1st mort., 98 @ 98½; do., 2d mort., 94½ @ 95; Little Schuylkill R. R., 40 @ 42; Morris Canal, 30 @ 33; do., pref., 61 @ 65; do., bonds, 80 @ 85; Susquehanna Canal, 10 @ 13; do., 6s, 53 @ 55; Sch. Nav., 8 @ 11; do., pref., 16 @ 19; do., 6s, 1882, — @ 63; Delaware Div. Canal, 48 @ 49; do., bonds, 81 @ 83; Elmira and Williamsport, 30 @ 32; do., pref., 38 @ 40; do., 7s, 1873, 89 @ 90; do., 5s, 56 @ 60; Lehigh Coal and Navigation, 33½ @ 34; do., 6s, 1884, 80 @ 81; do., R. R., Loan, 87 @ 87½; do., Gold Loan, 95½ @ 96; North Pennsylvania, 36½ @ 37; do., 6s, 88 @ 88; do., Chatte 10s, 105 @ —; Philadelphia and Erie, 28¾ @ 29; do., 6s, 87 @ 88; Minehill, 52¼ @ 53; Catawissa, 16 @ 18; do., pref., 37¾ @ 37¾; Lehigh Valley, 54 @ 54½; do., 6s, new, 95 @ 95½; Fifth and Sixth streets, (horse), — @ 38; Second and Third, — @ 45; West Philadelphia, 60 @ 62; Spruce and Pine, 26 @ 26; Green and Coates, 37 @ 37½; Chestnut and Walnut, 45 @ 45; Thirteenth and Fifteenth, 17 @ 19; Girard College, 27½ @ 30; Tenth and Eleventh, 69 @ 71; Union, 44 @ —; Hestonville, 12 @ 12½.

Boston.—Union Pacific R. R. 6s, 83¼; do., 6s, Land Grant, 55; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 72½; Vermont Central 1st mort., 81; Vermont Central and Vermont and Canada 8s, 101½; Eastern R. R., 6s, 1889, 95½; Summit Branch R. R., 22¾; Indianapolis and Cincinnati, 14¾; Eastern (N. H.) R. R., 110; Nashua and Lowell, R. R., 135; Connecticut and Passumpsic Rivers pref., 90; Boston Water Power Co., 14; Cary Imp., 7; Maine 6s, 1889, 98¾; New Hampshire 6s, 1878, 98¾; do., 1872, 98; Chicago 7s, 96¾; Boston 5s, 1875, gold, 109¾; do., 1886, 107¾; St. Louis 6s, 1887, 83; Cincinnati 7 8-10s, 1878, 101¾.

Baltimore.—Maryland 6s, 1883, Defense Loan, 102; Virginia 6s, old, reg., 45¼; Baltimore 6s, 1884, 93½; City Hall 6s, 93½; Western Maryland 6s, pref., 46; Orange, Alexandria and Manassas 7s, 73; Central Ohio R. R., 25; do., 1st mort., 78½. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 88 @ 89; Balt. and Ohio, 127 @ 130; do., 6s, 1875, 92 @ 92½; do., 1880, 91½ @ 91¾; do., 1885, 87½ @ 92; Northern Central, 48¾ @ 49; do., 6s, 1885, 87¾ @ 89; do., 1900, 87¾ @ —; do., 6s, 1900, gold, 100 @ 101; Parkersburg Branch, 22 @ 23; N. W. Va. 1st mort., 93 @ 95; do., 2d mort., 90 @ 95; do., 3d mort., 1885, 87 @ 89; Marietta and Cincinnati 7s, 1892, 85 @ 86; do., 2d mort., 69½ @ 69¾; Central Ohio, 25 @ 27; do., 1st mort., 77½ @ 78½; Western Md. 6s, 1890, 65 @ 75; do., guar., by Baltimore City, 89 @ —; do., 2d mort., guar., 88 @ —; do., 6s, pref., 45 @ 46; do., 6s, guar., by Washington Co., 85 @ 95; Richmond and Danville bonds, 72½ @ 72½; Baltimore 6s, 1875, 95½ @ 96½; do., 1886, 94 @ 94½; do., 1890, 94½ @ 95; do., 1893, — @ 92; do., 5s, 1888, — 70, 72¼ @ —; Memphis City 6s, 46 @ 49; Maryland Defense Loan, 101½ @ 102; City Passenger R. R., 19 @ 19½; Baltimore and Catonsville, 4½ @ 5½; George's Creek Coal, 71½ @ 72½; Santa Clara, 1.50 @ 1.60; Atlantic Coal, — @ 2.80.

Robert Hale has been chosen General Superintendent of the Missouri Pacific Railroad, in place of H. C. Moore, resigned.

Memphis, El Paso and Pacific Railroad.

We are authorized to state that the American Ship Saint Cloud, laden with railroad iron for the foregoing road, sailed from Antwerp for New Orleans on the 6th instant, that another cargo will follow on the 9th, and still another on the 20th instant.

The first train of cars transporting the rails for this road from Maunberge to Antwerp, was decorated with flowers by the workmen, and a grand *fete* was gotten up in fine style for the occasion.

The Chief Engineer of the road telegraphs from Jefferson, Texas, that eighty miles of earthwork are ready for laying down the rails, which will soon be on the ground.

The contractors, we are informed, expect to have over 2,000 hands at work on the line as far as Paris, in Lamar County, by the 1st of next month, and 500 Chinese laborers besides, before 1st of December.

We are satisfied this will be gratifying intelligence to the friends of the 32nd parallel, or Southern Transcontinental, line from Norfolk to San Diego.

Rondout and Oswego Railroad.

At the recent annual election for directors of this company, the following gentlemen were chosen: Thomas Cornell, Hiram Schoonmaker, John C. Brodhead, Lewis N. Heermance, Jas. G. Lindsley, E. B. Newkirk, N. W. Watson, B. G. Morse, R. T. Hume, F. R. Gilbert, E. J. Burhans, I. W. Longyear, O. M. Allaban, Thomas Cornell was re-elected President; John C. Brodhead, Vice President; H. Schoonmaker, Secretary; A. Benson, Treasurer.

Booth Safety Rail.

The Rochester (N. Y.) *Chronicle* says that the "Booth Patent Safety Rail" enjoys undoubted success, as the result of trial for 2½ years on different roads. It has worn out eight sets of common iron rails, and there is no prospect of wearing it out in 50 years on any main track. Among large iron companies that have arranged to manufacture it, are the Cleveland Rolling Mill Company and the Union Rolling Mill Company, both of which have every facility for manufacture, making both the iron and steel from the ore.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfurt and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMPANY, 12 Pine street.

The Keystone Bridge Company have contracted to build a first-class "Linville and Piper" Patent, wrought iron (truss) bridge over the Wabash at Terre Haute, for the new St. Louis, Vandalia and Terre Haute road. The bridge, 830 feet long, is to be of five spans, 166 feet each—one of them a pivot span.

Work on the Ware River (Mass.) Railroad is making good progress, and it is now thought that by the first of January next the whole route will be graded.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool....	\$2,067,178	\$1,688,162
" cotton...	819,829	844,444
" silk.....	2,815,899	1,688,889
" flax.....	187,589	752,815
Miscellaneous dry goods..	481,371	624,282

Total entered for consump. \$6,370,866 \$5,543,092

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool....	\$1,671,631	\$1,861,524
" cotton...	288,718	387,904
" silk.....	457,181	640,532
" flax.....	343,989	417,908
Miscellaneous dry goods..	83,236	92,050

Total withdrawn from warehouse \$2,844,755 \$3,399,918

Add entered for consump. 6,370,866 5,543,092

Tot. thrown on the market. \$9,215,621 \$8,943,010

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$1,060,582	\$1,360,349
" cotton...	246,908	487,702
" silk.....	329,442	820,145
" flax.....	373,805	612,856
Miscellaneous dry goods..	76,165	132,458

Total entered for wareh'g. \$2,086,902 \$3,413,510

Total entered for consump. 6,370,866 5,543,092

Total entered at the port. \$8,457,768 \$8,956,602

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool...	\$12,553,972	\$13,836,746
" cotton...	8,350,246	11,432,615
" silk.....	14,143,435	16,196,424
" flax.....	6,593,952	7,772,463
Miscellaneous dry goods.	4,610,518	5,580,462

Tot. entered for consump. \$46,252,123 \$54,818,710

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool...	\$9,921,875	\$9,810,447
" cotton...	3,428,777	3,470,392
" silk.....	3,467,208	3,817,947
" flax.....	3,821,529	3,860,206
Miscellaneous dry goods.	1,316,534	1,009,139

Total withdrawn from warehouse \$21,955,923 \$21,968,181

Add entered for consump. 46,252,123 54,818,710

Total thrown on the market. \$68,208,046 \$76,786,841

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$9,160,588	\$10,320,774
" cotton...	3,088,395	4,019,140
" silk.....	3,510,025	4,655,092
" flax.....	2,935,414	4,298,773
Miscellaneous dry goods.	1,276,200	1,039,856

Total entered warehouse. \$19,920,622 \$24,333,635

Add entered for consump. 46,252,123 54,818,710

Total entered at the port. \$66,172,745 \$79,152,345

Bridge at Prairie du Chien.

We learn from officers of the Milwaukee and St. Paul Railway that the erection of a magnificent bridge across the Mississippi at Prairie du Chien has been determined upon, and that work will be commenced the ensuing winter. It will be a high bridge, above the smoke-stacks of the largest steamers, and so constructed as not to obstruct navigation in either channel. The bridge will probably be completed in less than a year.—*Mil. Wis.*

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first nine months of the year:

	1868.	1869.
Ashes, bbls.....	4,957	7,216
Breadstuffs—		
Wheat flour, bbls.....	1,725,620	2,211,011
Cornmeal, bbls.....	228,499	167,127
Wheat, bush.....	6,073,246	15,426,737
Rye, bush.....	292,242	260,485
Oats, bush.....	5,663,906	4,560,002
Barley, bush.....	1,040,167	431,688
Peas, bush.....	231,338	43,475
Corn, bush.....	15,346,928	7,965,191
Cotton, bales.....	409,195	405,304

Naval Stores—		
Crude turp., bbls.....	8,275	12,552
Spirits turp., bbls.....	52,487	50,111
Rosin, bbls.....	351,430	421,341
Tar, bbls.....	29,410	61,502
Pitch, bbls.....	5,491	5,386

Provisions—		
Pork, pkgs.....	76,273	69,603
Beef, bbls.....	35,292	50,518
Cutmeats, pkgs.....	64,180	69,708
Butter, pkgs.....	312,877	444,090
Cheese, pkgs.....	729,899	886,869
Lard, tcs. and bbls.....	78,535	58,958
Do., kegs.....	11,591	9,908
Whiskey, bbls.....	23,566	124,304
Petroleum, pkgs.....	492,660	684,265

Exports from New York to foreign ports of certain leading articles of domestic produce for nine months of the year:

	1868.	1869.
Ashes, Pots, bbls.....	2,859	3,296
Do., Pearls, bbls.....	161	79
Beeswax, lbs.....	372,835	124,601
Breadstuffs—		
Wheat flour, bbls.....	701,400	1,081,226
Rye flour, bbls.....	5,438	3,603
Cornmeal, bbls.....	143,981	107,964
Wheat, bush.....	3,744,338	13,551,916
Rye, bush.....	153,093	123,548
Oats, bush.....	42,331	45,222
Barley, bush.....	.....	.....
Peas, bush.....	125,967	78,230
Corn, bush.....	5,446,367	1,562,706
Candles, bxs.....	58,337	40,356
Coal, tons.....	47,327	38,030
Cotton, bales.....	214,620	186,291
Hay, bales.....	35,161	22,333
Hops, bales.....	1,604	58,707

Naval Stores—		
Crude turp., bbls.....	317	496
Spirits turp., bbls.....	16,253	16,140
Rosin, bbls.....	278,025	367,102
Tar, bbls.....	8,983	30,098
Pitch, bbls.....	2,627	3,702
Oils—whale, galls.....	195,923	14,873
Do., sperm, galls.....	303,757	496,075
Do., lard, galls.....	124,993	26,436
Do., linseed, galls.....	34,357	11,780

Provisions—		
Pork, bbls.....	65,120	55,143
Beef, bbls.....	18,548	25,060
Do., tcs.....	41,168	45,051
Cutmeats, lbs.....	27,627,873	42,008,205
Butter, lbs.....	750,068	828,882
Cheese, lbs.....	33,596,595	44,999,066
Lard, lbs.....	34,662,513	24,404,794
Rice, tcs.....	226	249
Do., bbls.....	14,971	7,425
Tallow, lbs.....	9,707,290	16,906,042
Tobacco, crude, pkgs.....	70,634	92,772
Do., manf., lbs.....	5,422,585	4,367,646
Whalebone, lbs.....	526,920	191,232
Petroleum, galls.....	41,047,423	48,077,477

The Newark Advertiser understands that the Long Branch and Sea Shore Railroad has just passed into the control of the Delaware and Raritan Bay Company, to which it has always been a formidable rival in the Long Branch business.

Journal of Railroad Law.

RAILROAD CORPORATIONS—RIGHT OF EMINENT DOMAIN—PERMISSION TO OCCUPY LANDS.

The facts of the late case of *Deitrich vs. Murdock* (42 Mo., 279,) are fully and clearly stated in the following opinion by

FAGE, J.—The case presented by the record shows the following state of facts: The suit was instituted by the defendant in error, in the Circuit Court for St. Louis County, for the possession of a quantity of railroad iron claimed by him in pursuance of a purchase of the same from the Callaway Mining and Manufacturing Company. This iron constituted part of the track of said company's road, laid upon the land of Kowns, or of the plaintiffs in error. In 1859 these rails were taken from the road bed by Kowns, and shipped to Murdock & Dickson, at the city of St. Louis, to be sold by them for his benefit. This company being authorized by the terms of its charter to build a railroad from its coal bank in Callaway County to the Missouri River at or near Cote Sans Dessein, proceeded in the Spring of 1851, to acquire the right of way for that purpose. A jury consisting of six men, as directed by the act of incorporation, was summoned by the Sheriff of that county, and with the County Surveyor, proceeded to locate the line of the road and assess the damages to the lands upon which it was to be constructed. A certificate of their proceedings was filed in the office of the recorder of deeds, for the county, and a certified copy of the same was offered in evidence at the trial on the part of the plaintiff.

The paper to be admitted against the objections of the defendants below, presents the first question to be passed upon here.

The objections do not appear to have any reference to the competency of the evidence, but rather go to the sufficiency of the statements to prove that the jury proceeded to discharge its duties in the manner required by the charter. There being no objections to its competency, the Court committed no error in permitting it to be read. This is all that need be said upon that point. The next objection on the part of the plaintiffs in error is the refusal of the Court to give the following instruction: "The law is declared to be that the proceedings of the jury convened to condemn the road bed and depot of the Callaway Mining and Manufacturing Company do not appear to have been in accordance with the charter, and that the same are inoperative to divest the title of any owner to the said road bed."

The Legislature in the exercise of its discretion in delegating to this company the right of eminent domain, evidently proceeded upon the idea that the public interest was to some extent at least to be subserved by its creation. What the precise degree of its usefulness to the public might be, is not, in our view of the case, necessary to be determined.

We think that the Courts of the country ought not to interfere with the exercise of this discretion, except in those cases where it is manifest that private interests alone are to be promoted, and private rights violated to the extent of taking the property of one individual and transferring it to another. The sixth section of the act under which this company claimed its corporate exist-

ence declares that "said company shall have the exclusive power to acquire, own, and employ steam power, or animal power, locomotives, cars, and carriages necessary for the transportation of passengers, coal, and every description of personal property on said road for themselves and other persons."

Whether the private interests of this company were such as to require the construction of this road, or constituted the main reason for the act of incorporation, with the power conferred by it, is not material. It is enough that, by the terms of the law, it is made a public corporation for the use and benefit of that particular section of the State. The public had a right to demand that the means of transportation, both for passengers and freight, commensurate with its wants should be provided by the company. Any failure of its duty to the public in this particular, and to transport passengers and freight when offered for that purpose, would have subjected the company to an action for damages. It must be assumed, then, that the grant of authority to the company to condemn the land necessary for a road bed was a rightful exercise of legislative discretion. We do not consider it to be necessary in this case to go further into an examination of the questions raised on the part of the counsel for plaintiffs in error. We pass by the question as to whether the regularity of the proceedings of the jury can be made the subject of a collateral investigation.

It might be admitted, for the sake of the argument, that all the irregularities complained of do, in point of fact, exist, still, there is no ground upon which Kowns can rightfully claim to be the owner of the property in question. The condemnation of the ground for the proposed road, and the location of the route, were made in the Spring of 1851. The company proceeded to construct and operate the road, which is admitted to have been located upon the land owned by Kowns. The report of the attempted condemnation of the property, such as it is, was duly filed in the recorder's office, and this constituted all that was required of the company by its charter. Now, whether these proceedings were sufficient to divest the title of the owner of the land upon which the road was located or not, or whether Kowns thereby had any notice of an intention on the part of the company to take any portion of his land, is not material. There was no attempt on his part to prevent the execution of the work.

The company was not proceeded against as trespassers, nor in any other form by which his rights might have been asserted and the authority of the company to proceed with the work inquired into. Here was a period of seven or eight years intervening between the initiatory steps taken for the location and construction of the road and the time at which this property is taken possession of by Kowns, without a word of dissent upon his part, and without any claim to the iron. It must be assumed that the occupation of this land by the company for the purposes to which it was applied was assented to by him. Being thus permitted to occupy the land, the law would protect the company in the enjoyment of any property used in connection with such occupation, and, if compelled to leave the premises by proper proceedings, would permit such property to be removed. (See *Desloge et al. vs. Pearce et al.*, 88 Mo., 588, and cases there cited.)

The instruction was properly refused, and the judgment must be affirmed. The other judges concur.

Northern Pacific Railroad.

A correspondent of the *N. Y. Herald*, writing from Bozeman City, Montana, under date of September 3, 1869, says:

The Northern Pacific Railroad party sent out to examine the various routes proposed between the Yellowstone river (thirty-five miles east of this place) and the Walla Walla Valley and Washington Territory have concluded their observations, and set forth this morning on their return to the East. Prominent among them I may mention Thomas H. Canfield, Burlington, Vt.; W. M. Roberts, St. Louis, Mo.; W. T. Johnson, Middletown, Conn., and a nephew of Jay Cooke, of Philadelphia, the president of the company. Until the discovery of the precious metals in Montana and the partial settlement of the leading agricultural valleys in consequence the majority of those who had given thought to the subject of a transcontinental railroad supposed the most feasible route would be found to mainly bear north of the Missouri river, descending to the southward from a point west of Fort Benton, and passing over the main range through Cadot's Pass, sixty or seventy five or eighty miles northwest of here. That opinion was natural enough, as all important government surveys and explorations had been made along those upper latitudes, and comparatively little was known of what are now the most wealthy and populous portions of Montana. The practical facts are now presented to the world that several miners' ditches on this latitude convey water from the eastern to the western slope; that the main range may be considered broken down to a dead plain at the Big Hole, Jefferson and several others passes west of this city; in short, that the pioneer farmers and miners of Montana have discovered and settled in and around lower depressions in the Rocky Mountain range than have ever been found by the topographical parties sent out by the general government. The route of the Northern Pacific Railroad so far as Montana is concerned, is then—such, I believe, being the expressed conviction of the gentlemen whose names I have given—described as follows:—Up through the Valley of the Yellowstone to Spring Canyon (between the waters of the Gallatin and the Yellowstone); through this canyon to this point, being on the head waters of the Gallatin; down the Gallatin to the Three Forks, or where the Madison, Jefferson and Gallatin, uniting, form the Missouri; up the Jefferson's waters to the Big Hole or Deer Lodge Pass; through one or the other to the Deer Dodge Valley, on the western slope; down the Deer Lodge to the Bitter Root; the Bitter Root to the Hell Gate; thence to Clark's Fork of the Columbia, and on through the best agricultural districts to Portland, Oregon, or some point on Puget Sound.

This route is as direct as the routes surveyed respectively by Stevens, Mullan and McClellan, and passes from the eastern boundary of Montana to the western, through our widest and most fertile valleys, and is immediately on line with the mineral belts, over gold, silver and copper ledges and best placer fields. The truth is, the company cannot build the road by any other route; an imperative financial necessity impels its adoption. From their land grants of alternate sections of forty miles on either side of the road must be derived the means of construction, as they receive not a dollar in the way of bond subsidies. They must choose the route through regions at the present time available for sale and settlement. Would emigrants cross and leave behind them the chain of fertile valleys of which this (the Gallatin) is the second most important link—the Yellowstone standing at the head—turning their backs on all our rich mines of gold, silver and copper, for homes away up north, where a furrow has not yet been turned, and there is no hope of markets for the fruits of their industry for years? Such a supposition is absurd. Taking it for a fixed fact,

then—as we certainly fairly can—that the route described will be the line of the second great transcontinental railroad, information concerning the climate, soil, etc., of the regions traversed must be valuable and interesting. As regards the Gallatin, Jefferson, Deer Lodge, Hell Gate, Bitter Root and Clark's Fork valleys, their adaptability to grain growing and grazing have been sufficiently proven by successful tillage and stock raising in them for the last six years. On the spontaneous grasses herds fatten the year round, cattle often being driven from the unenclosed ranges to the butchers' stalls in mid-winter, and making fat, sweet and nutritious beef, and better wheat, oats and barley crops than are now being harvested in the valleys of the Gallatin. Deer Lodge and Bitter Root were never grown over the same extent of ground anywhere in America. The six valleys include a cultivable area, probably of 50,000 square miles; in each there is still room for thousands of farmers, distributing among them quarter section tracts. Owing to the hostility of the Sioux and Crow Indians and unwise treaty stipulations of the government with these savages no permanent settlements have been made on the Yellowstone, but it is our most extensive and probably most fertile valley. I regret the railroad party which has just departed did not extend their observations further in their duration. Last year I spent several weeks in the valley, traveling constantly, which enables me to give your readers many reliable facts. The bottom lands vary in width from one to twenty miles, and almost every acre is reclaimable to cultivation, as is evinced by the rank growth of wild rye and nutritious grasses which extend from the pine forests of the mountains down to the rich vegetable mould margining the river. The uplands are certainly adapted to the production of all the cereals, save corn; and all the esculent roots and vines, and perhaps the excepted grain would do well on the lowlands. The atmosphere is very perceptibly more humid, and rains, I am told, are more frequent than on the slopes of the main range further west. The seasons would probably be exceptional when irrigation would be necessary. I think this is substantiated by the character and condition of the vegetation. The variety is greater and the growth more vigorous. On the bottoms willow, elder, thistles, hops, mint, sorrel, fennel, peas, clover, currants, gooseberries, serviceberries, a score of species of the thorn, and a myriad other stalworth plants and shrubs, in giving whose botanical classification I will not encroach upon your space, grow so profusely as to remind one of old tillage ground which has been abandoned to spontaneous production. Cottonwood frequently attains to three feet in diameter, while the "choke-cherry" loses its usual modesty, and towers up with tree-like pretensions.

I have traveled through the Rocky Mountains from here to the Gulf of California, and never saw any portion better watered than this; there is scarcely a section of land in the Yellowstone valley, such portions as I have traveled through, that cannot, if necessary, be irrigated. The mountains are jewelled all over with springs as cold and clear as crystal ice. These countless fountains, uniting their currents above, come brawling down through canyons and splashing over ledges, traversing the main valley like huge ribbons of silver. Noble pines, fringe the brows of the mountains, cottonwood groves line all the streams, the land is gently rolling, the soil rich and deep, and springs and spring-fed brooks flash to the view whichever way we turn. Such is the great valley of the Yellowstone destined ere long, as I firmly believe, to be filled with all the arts, embellishments and comforts of civilization.

The *Boston Advertiser* says a company of engineers are now making a survey from Athens (Mo.) to Skowhegan by the way of East Madison Lower Mills. Last week the same party made a survey from Hartland to Athens. Hereafter a survey will be made on a line near the New Road, so called, between Skowhegan and Athens.

Boston, Barre and Gardner Railroad.

The meeting of the stockholders of this road was held at Worcester, Mass., on the 30th ult. From a financial statement made, it appears that the company were authorized to begin the construction of the road, which is divided into three sections, as soon as \$200,000 had been subscribed for each section, and 20 per cent. of that amount paid in; but to make sure of sufficient funds, and in view of the high prices of labor and material, the directors proposed to raise by subscription \$600,000 for building the two sections from Worcester to Gardner, and proceed at once to the construction of it, and the sum named has been subscribed. Several contractors have the work under consideration, one of whom, Mr. Field, of Greenfield, thinks the road can be built for less than \$600,000. The directors were instructed to make an assessment on the stock subscribed, payable in twenty days. Col. Ivers Phillips, of Worcester, is President of the road, and Mr. William E. Starr, of Worcester, Secretary and Treasurer. The directors pledge themselves to raise \$100,000 to build the Barre Branch, whenever Barre and the towns benefited thereby will come up with a corresponding amount.

Memphis, El Paso and Pacific Railroad.

A despatch dated San Francisco, October 2, says that the engineers of the Memphis and El Paso Railroad have commenced operations at San Diego. Mr. Epperson, the President of the Memphis road, has ratified the contract of Colonel Sedgwick, agent of the San Diego and Gila Railroad Company, for a consolidation of the stock and lands of the two companies. The consolidation gives \$500,000 to the San Diego Road, and the stockholders of the latter road receive stock in the consolidated company.

Articles of association of the Cincinnati and St. Louis Straight Line Railroad Company have been filed at Indianapolis. The company propose to construct a road from Worthington, on the Vincennes road, through Bloomington and Columbus to the Indianapolis and Cincinnati Railroad, between Greensburg and Lawrenceburg.

In the first quarter of the present year the 11 great Indian railway companies earned £1,633,071 upon a mileage of 4,090 $\frac{3}{4}$ miles, against £1,324,862 on 3,926 $\frac{1}{4}$ miles for the first quarter of 1868, showing an increase of £308,209 and 16 $\frac{1}{4}$ miles.

The Taunton branch of the Boston and Providence Railroad has never passed a dividend. When it was completed at a cost of \$225,000, the Boston and Providence road declined to lease it for 99 years at \$10,000 annually; it now receives from its business \$120,000 a year.

The Ranegunge coal field, whence the chief portion of the coal raised in India is derived, last year yielded 547,971 tons, against 479,233 in 1867, showing an increase of 68,738 tons. This coal is used as far as Umballa, and one-half of it is consumed by the East Indian Railway Company.

The earnings of the Cincinnati, Sandusky and Cleveland Railroad for eleven months ending August 31, 1869, were \$729,538 68; and the expenses, \$376,250—leaving the net earnings, \$353,288 68.

An application will be made at the next session of Parliament for a charter for the Union Pacific Railway to be constructed from a point on Lake Superior via the Red River to a point on the eastern boundary of British Columbia, with power to improve the navigation leading to and from Rainy Lake and Lake of the Woods; also for a charter to run a railway from Pembina via Fort Garry to a point on Lake Winnipeg or Saskatchewan River, with power to improve the navigation to Saskatchewan.

During the present season extensive repairs have been made on the New Brunswick and Canada Railway; 20,000 new sleepers have been laid, also 150 tons of new rails and \$2000 worth of steel joints. Twelve new platform cars have been built and extensive repairs made on some of the engines.

The income of the Hartford and New Haven Railroad for the year ending August 31, 1869, was \$1,811,682, and expenses \$1,263,463 leaving a net income of \$548,219, which is \$66,628 greater than that of the year before. The passengers carried numbered 1,038,655, and the tons of freight 463,316.

A movement is in progress for a railroad up the Androscoggin Valley, from Lewiston to Rumford Falls, Me. The preliminary survey has been made, and as there will be no bridges of any account to be built, the road will not be expensive.

Ground has been broken on the Portland and Ogdensburg Railroad, and men are at work on the section near the trotting park, at Portland. A heavy force will be put on the whole division to Sebago Lake as soon as shanties are built for the men.

SEMI-BITUMINOUS COAL,

From the Mines of the
CUMBERLAND COAL AND IRON COMPANY,
Deliverable at the Ports of
GEORGETOWN, BALTIMORE AND NEW YORK,
FOR SALE BY THE CARGO.
Orders received at the office of the Company,
90 Broadway, corner Wall street,
WM. M. RICHARDS, President.

Interest on City Stocks.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
6140 New York Sept. 24, 1869.

W. Churchill Oastler,

43 Exchange Place, N. Y.

AGENT FOR

JOSEPH ARMSTRONG & CO.,
Rotherham, England.

AGENTS IN BALTIMORE,
MORTON, REED & CO.,
65 South Gay Street.

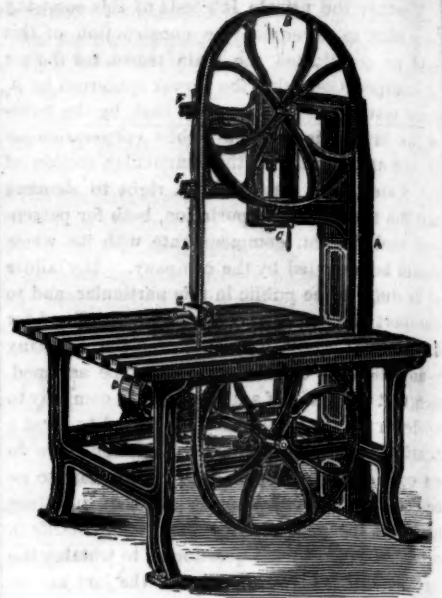
Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.

SOLE AGENT FOR

AVELING & PORTER, Rochester, England.
STEAM ROAD ROLLERS, Traction Engines, &c.

**FIRST & PRYIBIL'S
PATENT IMPROVED
BAND SAW MACHINE,**

452, 454 & 456 Tenth Avenue,
NEW YORK CITY.



This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

PRICE, \$350. BOXING AND SHIPPING, \$10.

**WATSON'S
NEW & COMPLETE
RAILROAD MAP,**

OF THE
United States and Canada.

SIZE, 3 $\frac{1}{2}$ BY 4 $\frac{1}{2}$ FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, \$3 00
" In Pocket form, (free by mail,) 2 50

Address GAYLORD WATSON,

Agents' General Depot for Maps and Charts

16 Beekman-st., N. Y.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich
Street, Hempstead, Long Island N. Y.

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

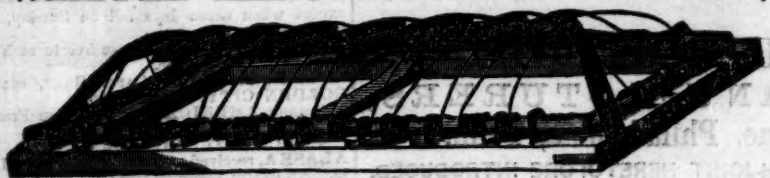
Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.

TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

VAN ZANDT BRO.'S, General Agents, 38 John-St., New York.

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer. DETROIT.

C. A. TROWBRIDGE, General Agent, 37 William Street, NEW YORK.

The Keystone Bridge Company Railroad and Machinery
OF PITTSBURGH, PA.

Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.
"Linville and Piper" Patent Bridges, Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss. Circulars and Lithographs sent on application.

J. H. LINVILLE, C. E., President,
Office, 426 Walnut St., Philadelphia.
J. L. PIPER, General Manager, Pittsburgh.
A. G. SHIFFLER, Supt. and Treas., Pittsburgh.
WALTER KATTE, Engineer Western Department,
Office, 94 Dearborn St., Chicago.

OFFICE OF THE
RICHMOND IRON MINING COMPANY,

No. 165 BROADWAY, Room No. 17, }
New York, Aug. 20th, 1869. }

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron.....	72.57
Sand, etc., (insoluble).....	15.67
Moisture and other constituents.....	11.76
	100.00

yielding metallic iron 50.80
Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

FOR SALE.

SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

PETER FIELDS & SON,
North Point Foundry and Machine Works, Jersey City, N. J.

PHELPS, DODGE & CO.,
Importers of Metals,
AND RUSSIA SHEET IRON,

NOS. 19 AND 21 CLIFF STREET, NEW YORK.
OFFER FOR SALE:

Tin Plates of every description.	Terne Plate for Roofing.
Sheet Iron, R. G., 12 to 18.	Sheet Iron, Nos. 12 to 18.
Russia Sheet Iron.	Galvanized Sheet Iron.
Sheet Zinc and Spelter.	Iron Ware.
Block Tin, Banca and Straits.	Pig and Bar Lead.
Sheet Brass Kettles.	Regulus Antimony.
Sheeting Copper.	Copper Bottoms.
Extra-sized sheets Copper,	Braziers' and Bolt Copper.
rolled to order.	Rivets, Kettle Bars, etc.

F. P. CORBY & CO.,
707 North Second St., St. Louis, Mo.

PILE DRIVING, PORTABLE AND STATIONARY ENGINES, R. R. Station and Steam PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

LUNT, DeFORD & LEE,
99 CHAMBERS ST.,
NEW YORK,

IMPORTERS OF
Railway Car and
Carriage Linings,
Plushes, Cloths, Carpets,
Satins, Curtain Silks, Cotelines, &c.

E. SIDNEY LUNT, (Formerly Lunt & Howell.)
CHAS. D. DEFORD. GEO. C. LEE.

S. A. MARTINE & CO.,
11 Warren-Street,
NEW YORK,
IMPORTERS OF

Railway Car and
Carriage Linings,
PLUSHES,
Moquettes, Seat Duck, &c.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

Manufacturers' Agents for Sale

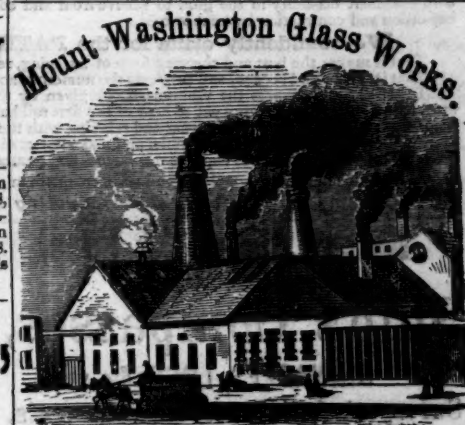
American & Foreign Rails,

STEEL OR IRON,

Railway & Machinists' Supplies
OF EVERY KIND.

OLD RAIL AND SCRAP IRON,
BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimneys* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY,
61 Milk-St., Boston, Mass.

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-10th by 5½ inches.
For sale by

W. P. CONVERSE & CO.,
6m89 54 Pine st.

A GREAT CHANCE TO MAKE MONEY.

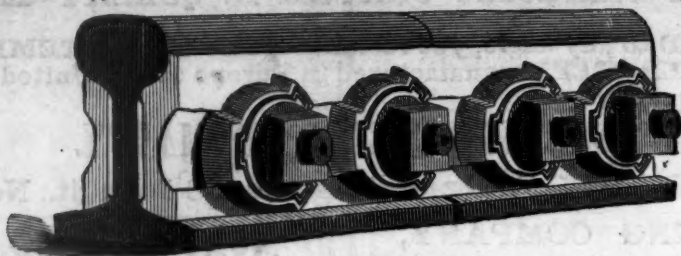
A RAILWAY PATENT which has realized forty thousand dollars in three years and a half, and has still 18½ years to run, will be disposed of cheap for cash, for all Southern States, and all states and territories West of the Mississippi River. Enquire at this office.

STEAM COAL,

From the *Clover Hill Virginia Coal Mines,*
A SUPERIOR ARTICLE FOR
STATIONARY ENGINES.

FOR SALE LOW BY THE CARGO. Apply to
JAMES B. CUNNINGHAM & CO.,
3m32. AGENTS, 130 PEARL-ST.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Robert Merrill & Sons,
MANUFACTURERS OF
Ship's Compasses,
BINNACLES, LOGS, &c.:
Surveyor's & Engineer's Instruments,
MARINE, OPERA & FIELD GLASSES,
Sextants, Quadrants and Spy Glasses,
141 Water-St., N. Y.

G. WELD THOMAS,
BROKER & DEALER IN
MISCELLANEOUS STOCKS,
BONDS,
REAL ESTATE, &c.
No. 21 Nassau St., Room 8,
NEW YORK.

Highest Market rates paid for all Southern and Western Securities.
Money Advanced on Stocks, Bonds, and Real Estate.

GRINDSTONES.

J. F. WHITNEY & CO.,
58 Washington St., & 261 Broadway,
Importers of and Dealers in all kinds of
GRINDSTONES.
New Castle, Wickersley, Nova Scotia
and Ohio Grindstones
OF ALL SIZES.

HARRISBURG FOUNDRY

—AND—

Machine Works,
(Branch of Harrisburg Car Manufacturing Co.)
HARRISBURG, PENN.,
MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

E. LYON,
470 GRAND STREET, NEW YORK,



MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purpose, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

PACIFIC MAIL Steamship Company's THROUGH LINE TO California and China.

Through rates, New York to San Francisco:

First Class. \$150 to \$200.
Steerage. \$75.

according to location of berth.
These rates include berths, board and all necessities for the trip.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 16, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.
Steamer AMERICA, will leave San Francisco Nov. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, October 15. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast as slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

BURLEIGH'S PATENT Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1 1/2 to 6 1/2 inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,
43 New street, New York.

General Agents for the United States and Europe.

WEST POINT FOUNDRY. Paulding, Kemble & Co.

Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

Office in New York, 30 Broadway.